THE
"OVERLAND CHINA MAIL"
(PUBLISHED EVERY MAIL DAY.)
Contains the Week's News of Hongkong and the Far East
Price (including Postage) to any part of the world $15 per annum.

The China Mail.

ESTABLISHED 1845

AGENTS.
Orders for the China Mail and OVERLAND CHINA MAIL may be made to our Agents in the following ports:—
Canton ... Parkes & Co.
Foochow ... Arnhold & Co.
Shanghai ... Kelly & Walsh, Ltd.
Yokohama ... Kelly & Walsh, Ltd.
Manila ... A. Warner & Co., Ltd.

No. 16,660. 第三月十年六十壹千九百壹十六年十月三號 HONGKONG, TUESDAY, OCTOBER 3, 1916. 中華民國五年歲次丙辰 PRICE $3.00 Per Month

THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.
—o—
SOLE AGENTS:
A. S. WATSON & Co. Ld.
WINE & SPIRIT MERCHANTS,
HONGKONG
TEL. 316.

HONGKONG POLICE RESERVE.

PARADES, CENTRAL STATION, 5.30 P.M.

Wednesday, Oct. 4th.—Recruits of No. 2 Platoon under C.S.Major.

Thursday, Oct. 5th.—Recruits of No. 1 Company under C.S.Major.

Friday, Oct. 6th.—No. 2 Company. Maxim Gunners. Recruits of No. 2 Platoon under C.S.Major.

Saturday, Oct. 7th.—Defaulters Drill 4.00 p.m. under Sergeant-Major Roylance.

STRENGTH.

O.C. Companies, Ambulance Platoon, Maxim Gunners, Mounted Police and Motor Patrols are directed to send a complete list of the names and Collar Numbers of the men of their respective Commands (whether on leave or not) to P.C. Haskell, D.S.P.R.'s office.

NO. 2 COMPANY.

An informal meeting of the members of No. 2 Company will take place at the Magistracy at 5.30 p.m. on Thursday, October 5th, to consider the filling of vacancies in the Sergeants' ranks. Attendance optional.

POLICE RESERVE ORCHESTRA.

The Orchestra will play on the following dates in aid of charity:—

Thursday, Oct. 12th.—St. John's Ambulance Brigade Concert at the Victoria Theatre in aid of the British Red Cross.

Thursday, Oct. 19th.—"Our Day" Open Air Concert in the Public Gardens in aid of the War Charities.

Practices for the above have been fixed for Thursday, Oct. 5th, Monday, Oct. 9th, Monday, Oct 16th, and Wednesday, Oct. 18th.

The Band will not practice during the period Oct. 1st to 21st.

COMMAND.

The A.S.P. (R.) will attend daily at the D.S.P.'s office from 4 to 5 p.m. Saturdays and Sundays excepted.

(Sgd.) J. W. FRANKS,
A.S.P. (R.).

CAPTAIN FRYATT'S MURDER.

A wireless message reports that Germany received Mr. Asquith's statement regarding the murder of Captain Fryatt with outbursts of savage derision.

The "Strasburger Zeitung" declared:—"If diplomatic relations are not resumed it will be because Germany has decided to boycott the criminal English."

The "Allgemeine Zeitung" said:—"We and not the British Government, shall decide when diplomatic relations shall be resumed, and what the terms shall be."

The "Bayrischer Kurier" observed:—We despise England's threats. They mean nothing. We shall shoot as many Fryatts as we can catch. The British anger rejoices us intensely."

AGENTS.

LONDON:—WILLIAM SLATER, *42 Great Russell Street*, W.C., F. ALGAR, *11 & 12 Clement's Lane, Lombard Street*, E.C., T. B. BROWNE & Co., Ltd., *163 Queen's Road, Victoria St.*, CLARKE, SON & PLATT, *85 Grace church St.* E.C., G. STREET & Co., Ltd., *30 Cornhill*. GORDON & GOTCH, *15 St. Bride St.*, E.C. ROBERT WATSON, *150 Fleet Street*. C. MITCHELL & Co., *Snow Hill, Holborn Viaduct*, E.C. D. J. KEYMER & Co., *3 Whitefriars St.*, E.C. MATHER & CROWTHER, Ltd., *10, 11, 12, Newbridge St.*, E.C.

SCOTLAND:—FRED. L. SIMONT, *8 North St. David Street, Edinburgh*.

PARIS AND EUROPE.—MAYENCE FRÈRES & Co., *18 Rue de la Grange, Batelé, Paris*.

SAN FRANCISCO and American Ports generally:—BRAD & BLACK, *San Francisco*.

FOOCHOW:—BLOCKER & Co.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, Ltd., *Singapore*.

PHILIPPINE ISLANDS:—A. S. WATSON & Co., *Manila*.

SHANGHAI:—Messrs. KELLY & WALSH, Ltd.

JAPAN:—Messrs. KELLY & WALSH, Ltd., *Kobe and Yokohama*.

CANTON:—PARKES & Co.

NEW YORK:—T. B. BROWNE, Ltd., *Rollins Hall, West 42nd Street, New York City*.

THE CHINESE EVANGELIST OFFICE, *59, 5, Wyndham Street, Hongkong*.

THE CHINA MAIL, LTD., *Hongkong*.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
8,000 Tons. 8,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

BY APPOINTMENT.
WATSON'S
DRY GINGER-ALE.
FRAGRANT, AROMATIC, DRY.
Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.
Pints $1.20 Per Dozen.
Splits 70 Cts. " "
TRADE MARK
A. S. WATSON & CO., LTD.,
ÆRATED WATER MANUFACTURERS.
Telephone 436.

O. R.
NOTICE.
ANY EUROPEAN, Non ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

PEAK TRAMWAYS COMPANY LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.10 p.m....Every 10 minutes.
NIGHT CARS
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 Noon....Every 15 minutes.
12.00 noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.10 p.m....Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS' Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office—No Season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore's order, representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.

KING EDWARD HOTEL
Central Location
ALL ELECTRIC TRAMS Pass Entrance. Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings, Hot and Cold Water System throughout.
Best of Food and Service.
TELEPHONE 373.
TELEGRAPHIC ADDRESS, "VICTORIA." J. WITCHELL, Manager.

NORTH BRITISH & MERCANTILE INSURANCE CO.
IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE COMPANY, LTD.,
and
THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1914, £23,970,367.

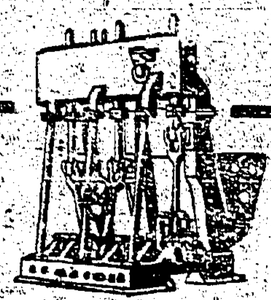
I.—Authorised Capital £6,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II.—Fire Funds 3,837,047
III.—Life & Annuity Funds ... 17,567,590
Sinking Fund Account 128,230
£23,970,367

Revenue Fire Branch £2,381,456
" Life and Annuity Branches 2,141,593
Revenue Marine Department ... 337,239
Other Receipts 478,940
£5,339,228

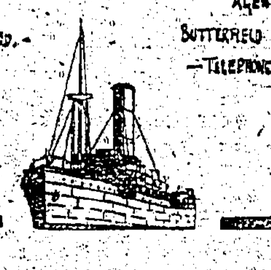
The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.
SHEWAN, TOMES & CO.
Agents.

'CHINA MAIL'
OVERLAND EDITION.
THE BEST WEEKLY NEWS PAPER FOR ALL INTERESTED IN HONGKONG AND CHINA GENERALLY.
ORDER IT BEFORE GOING HOME, AND THUS KEEP IN CLOSE TOUCH WITH THE COLONY.

BUSINESS NOTICES



TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
— OF HONGKONG LTD. —
TELEGRAPHIC ADD. "TAIKOODOCK"
AGENTS:— BUTTERFIELD & SWIRE
—TELEPHONE No. 212 —



LIVER AIDS.
PODOPHYLLIN & TARAXACUM PILLS
KEEP THE LIVER ACTIVE AND THE SYSTEM FREE FROM WASTE MATTER.
Price 75 cents Per Bottle.
THE VICTORIA DISPENSARY.
32, QUEEN'S ROAD CENTRAL.

THE HONGKONG ROPE MANUFACTURING Co., Ld.
Established 1883
MANUFACTURERS OF
PURE Manila ROPE
STRAND 1" to 15" CIRCUMFERENCE.
CABLE LAID 5" to 15" CIRCUMFERENCE.
4 STRAND 3" to 10" CIRCUMFERENCE.
Oil Drilling Cables of any size up to 3,000 feet in length
Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.
Hongkong, April 11, 1912. 501

THE HONGKONG HOTEL
AND
GRILL ROOM
J. B. TAGGART,
MANAGER.

PEAK HOTEL.
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Telephones in all rooms. First-class Cuisine. Lounge, Smoking and Ladies' rooms. Roof Garden.
Telegraphic and Parcels Address, "PEAK HOTEL."
P. O. TRUSTEE,
Manager.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.
Portland Cement
In Casks of 375 lbs. net.
In Bags of 350 lbs. net.
Shewan, Tomes & Co
GENERAL MANAGER.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG
TUESDAY, 3rd OCTOBER.	
8. A.M. 'HONAM'	8. A.M. 'HEUNGSHAN'
10. P.M. 'FATSHAN'	5. P.M. 'KINSHAN'
WEDNESDAY, 4th OCTOBER.	
8. A.M. 'HEUNGSHAN'	8. A.M. 'HONAM'
10. P.M. 'KINSHAN'	5. P.M. 'FATSHAN'

Single Fare by Night Steamer ..... $ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.
S.S. 'TAISHAN' Tons 2006. | S.S. 'SUI TAI' Tons 1651.
HONGKONG TO MACAO.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.
SUNDAY, 8th OCTOBER.
The Company's Steamship "TAISHAN."
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M., from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.
S.S. 'SUI AN.'
Departures from Macao to Canton on Monday, Wednesday and FRIDAY, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.
CANTON-WUCHOW LINE.
S.S. 'SAINAM,' 588 Tons, and S.S. 'NANNING,' 469 Tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (Ground Floor)
Opposite the Blake Pier.

THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED).
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.
Town Office, 43, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 499.
Shipyard: Sham-Shui-Po, Kowloon, Hongkong. Telephone No. K 9.
Estimates furnished on application.
WONG PING WAI, Manager.
Hongkong, April 1, 1912.

Bournville
The 'COCOA de Luxe'
HIGHEST GRADE BRITISH MADE
"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation for food value and delicacy of flavour, and is second to none in any respect whatsoever."—Medical Magazine, March, 1912.
CADBURY'S
CHOCOLATES
Are Unique in Quality, Purity, Flavour
Specially Prepared for Hot Climates

INTIMATIONS

NOTICE TO MARINERS.

"HAINAN HEAD" Buoy is reported out of position and is now situated about one mile East of its charted position on the North-west edge of Hainan Bank.

C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.

Harbour Department.
Hongkong, Oct. 2, 1916. 1090

MADAME

CLARA BUTT

ON

COLUMBIA

RECORDS.

COLUMBIA RECORDS ARE MORE FAITHFUL TO THE ORIGINAL, WHETHER THE HUMAN VOICE OR INSTRUMENTAL MUSIC.

Sole Distributors.

ANDERSON MUSIC CO., LTD.

PATELL & CO.

Importers--Exporters

AND

Commission Agents

HONGKONG.

Branches:—
SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
BOMBAY, INDIA.
China:—
HANKOW,
SHANGHAI,
CANTON.

JAPANESE MAKERS

Every kind of Footwear

MADE

TO

ORDER

CHERRY & CO.,

PEDDER STREET,
Opposite Hongkong Hotel

Telephone No. 421.

Hongkong, March 20, 1914.

"CHINA MAIL" PUBLICATIONS

OBTAINABLE at the 'China Mail' Office, 5 Wyndham Street, Hongkong:—

HISTORY OF UNION CHURCH (1891-1903)	Ots.
HONGKONG'S MUSICAL HISTORY...	
NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA (by Rev. G. A. Bunbury, M.A.)	
Part I—Mammals and Birds ...	50
Part II—Reptiles, Amphibia and Fishes...	50
THE MISSIONS ETRANGERES (History of the Eastern Churches)	$1.00
CHINESE SCHOOL BOOK	
by ... Vitali)	50
SIR ROBERT HART'S LAND TAX MEMORANDUM (c... ...	50

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 7th October, 1916, at 12 o'clock Noon, at the Offices of the HONGKONG JOCKEY CLUB, on the ground floor of the HONGKONG CLUB ANNEXE, Chater Road.

By Order,
T. F. HOUGH,
Clerk of Course.

Hongkong Sept. 23, 1916. 1071

CHINA EXPORT—IMPORT AND BANK COMPAGNIE.

NOTICE IS HEREBY GIVEN that any persons or firms having claims against the Hongkong Branch of the CHINA EXPORT—IMPORT—AND—BANK COMPAGNIE are required to file same with the Liquidators on or before 31st October, 1916, after which date no claim will be recognized.

BRADLEY & Co., LTD.
Liquidators

Hongkong, Oct. 2, 1916. 1068

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

AS from 1st OCTOBER, 1916 the Branch Office of the above Company will be at No. 2, QUEEN'S BUILDING, (second floor) No. 1, Ice House Street.

By Order
E. LESTER ARNOLD,
Local Manager.

Hongkong, Sept. 30, 1916. 1084

5% FRENCH GOVERNMENT LOAN 1916.

PRICE of issue Frs. 87.50. SUBSCRIPTIONS LISTS will be Open on the 5th October and close on the 29th of the same month.

The Bonds are issued in Francs, in multiples of Frs. 100.00 and upwards.

Bills and bonds of the 'National Defense' bought before the 1st October, 1916, are accepted in payment.

Applications will be received by the Hongkong Branch of the Banque de l'Indo-Chine from date.

Hongkong, Sept. 30, 1916. 1086

CHINESE IMPERIAL GOVERNMENT 7% SILVER LOAN OF 1886 E.

60TH HALF YEARLY DRAWING.

INTEREST DUE and DRAWN BONDS of this LOAN will be Payable at the Offices of the Corporation on and after the 30th September, 1916. List of drawn bonds can be obtained on application to the undersigned.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
N. J. STABB,
Chief Manager.

Hongkong, Sept. 30, 1916. 1085

DAIRY FARM NEWS.

NOTHING CAN EXCEL OUR

DAISY BRAND BUTTER.

IT IS ABSOLUTELY THE BEST NEW ZEALAND TABLE BUTTER.

Sole Agents
THE DAIRY FARM CO., LTD.

66

SILIMPOPON (SEBATTIK) COAL

THE Undersigned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo.)

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebattik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 foot at low water Spring Tides.

Charts of Sibuko Bay (Sebattik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

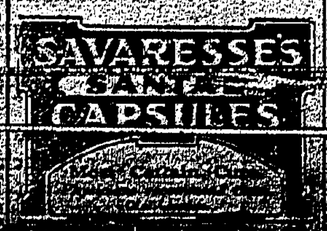
BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915. 1027

FRENCH LESSONS

G. MOUSSION.

15, Morrison Hill Road.



A REVISION OF PRICES OF

Maspero Frères

FAMOUS EGYPTIAN CIGARETTES.

FELUCCA (No. 33) SPECIALS (Format grand)

These two well known brands that have made so many friends in Hongkong, China, and many other parts of the world are now sold at the following prices by the stores named below.

$1.50 for a tin of 50 Cigarettes duty paid.

$3.00 " " 100 " " "

By A. S. WATSON & Co., Ltd. KELLY & WALSH Ltd.
VICTORIA DISPENSARY. ANGLO EGYPTIAN TOBACCO STORE.
LANE, CRAWFORD & Co. HONGKONG CIGAR STORE.
GRAECO EGYPTIAN TOBACCO STORE.

WAR CONTRACTOR'S COMMISSION.

REPLY TO THE CHARGE OF PROFIT SNATCHING.

Sir John Jackson, M.P., the eminent contractor, has given a representative of "The Daily Mail" his version of the hutments contracts. His account of what happened directly challenges several of the statements made in the report of the Committee of Public Accounts, published in Saturday's "Daily Mail," which has been much discussed during the week end.

Sir John was found at his riverside retreat, Henley Park, where he finds relaxation from his great business responsibilities and his political duties as Conservative M.P. for Devonport. At sixty-five years of age Sir John Jackson remains one of the world's leading contractors, a man of iron will and wide resources—one who "gets things done."

CHANGE IN THE REPORT.

In the study, that overlooks an old world rose garden, he scanned some extracts from the report and comments thereon and then readily accepted the view that the firm of which he is the chief, Sir John Jackson, Ltd., is the one specially indicated in the following passage of the Committee's report:—

"At the beginning of the war a large contractor came forward with an offer to erect huts for no payment beyond the bare cost, but subsequently, when he was in possession of the work and the orders given him were consequently increased, he represented to the War Office that he ought to be paid a commission, naming 5 per cent., with 1½ per cent., to cover standing charges."

"The suggestion conveyed by that," said Sir John quietly, "is that I did some work for the War Office without profit and then flashed the red light before them in order to extract a profit on larger orders. Of the several mistakes in the report that is the most misleading.

"The facts are very simple, and they put a very different complection on the transactions. The day after the war broke out, realising the colossal task before the Royal Engineers in coping with the requirements of a great European war and the necessity of housing a large new army, I wrote to Lord Kitchener personally and asked whether my staff could be to any assistance. If so, I said, we were at the disposal of the Department to afford whatever relief was desired.

"In a week or ten days the Army Council asked me to relieve the Royal Engineers by taking in hand, with full and unfettered authority, the hutments at the camps at——and——, which were most urgently needed. I agreed to do so, and we began the work at once. They asked what remuneration we would want, and I replied that for this undertaking, in the crisis in which the country found itself, we would look for no more than out-of-pocket expenses. That is the work referred to as 'the original undertaking' in the report. It amounted to about half a million in all. For that we not only built the huts but we designed everything required. The War Office merely showed us a design and said that is about the type of hut we want, and after that we carried out all the work not merely of builders of huts but professional engineers.

"We completed the work with all speed to the entire satisfaction of the War Office and with their warm approval, and we made no profit at all. In short, we undertook——[illegible] important to state that it was because the report shows that misconception has been created."

A NEW TRANSACTION.

"The War Office was under no obligation to place further work in our hands, but by the time we had completed our task at——and——they were in difficulties in meeting hutting requirements at——, and they asked me to undertake the work there too. I replied that we were prepared to do so, but this was an entirely new transaction which would take all our staff and would be a very great undertaking. Therefore I said I thought we should be paid some consideration for our further services, without in any way affecting my previous arrangement.

"They said, 'You will not want the usual 10 per cent.?' I replied, 'Certainly not.' There was no 'bartering or considerable controversy' about it. The work was not delayed in the least, nor was there any danger of that happening. We merely discussed matters briefly while the work was proceeding. I said I would be satisfied with 5 per cent. and that was quite easily and amicably agreed upon."

This, it was pointed out to Sir John, is quite a different situation from that suggested in the report, which says:

"It was suggested to him that: under the circumstances, he could with greater propriety work for some definite fee, the reasonableness of which was not disputed; but he persisted in his demand, with the result that, under the necessity in which the military authorities found themselves of avoiding the delay which would otherwise have been caused, it was decided after considerable controversy to pay him the commission stipulated on all work additional to that originally undertaken free of charge."

"That again is inaccurate," said Sir John with animation. "They came to us with their difficulty and we undertook it on terms that for normal contracts would be considered far too low. I repeat"—Sir John brought his hand down on the corner of his writing table—"that we did not 'hold up' the Department in the very least. We pressed on with the work and we did not use our position in the slightest to exact any advantage. At—— we not only built the huts but we also did the designing and engineering work of the water supply, drainage, and everything else, of course in consultation with the Department.

"In the ordinary way for building the huts alone the contractor would receive 10 per cent. without any of the responsibility of this designing and engineering. What we did, therefore, was to do more than the contractor's work for half the usual contractor's charge. Nor should you forget that in these war times there is the income tax on profits. Take that off and we actually received about 2½ per cent. for all the services of our staff. The net result is that we received about a fourth of the usual contractor's charges. In what respect can you call that rapacious?

"The result of our taking the matter in hand at—— was that we had 10,000 to 12,000 men down there at work within two or three weeks—a new township in themselves—and we pressed the construction to completion with the utmost possible speed, with all our resources, in the national interest."

The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

makes blood—lots of it—giving brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

Patent No. 31,35[illegible] of 15...

INTIMATIONS

YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDGS. CHATER RD
HONGKONG

HONGKONG & MANILA

MITSUBISHI GOSHI KWAISHA
(Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, KANADA, SHINNEW, KAMIYAMADA, BIBAI & OYUBARI COLLIERIES

AGENT FOR SAKITO COAL.

Head Office:—
MARUNOUCHI, TOKYO.

BRANCH OFFICES:—
Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Hakodate, Kobe, Osaka, Kure, Tokyo, Yokohama, Nagoya, Tsuruga, Vladivostock, Hankow, Peking, London, New York, Shanghai, Hongkong, Haiphong and Canton.

Cable Address:—"IWASAKI."
Codes:—A1, A. B. C. 5th Ed., Western Union, and Bentley's.

AGENCIES:—

OHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macondray & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

GLASGOW: Messrs A. R. Brown, McFarlane & Co., Ltd.

For Particulars, apply to
K. KATO,
Manager
No. 2, PEDDER STREET,
HONGKONG.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers Nos. 35 and 37, Hing Loong STREET, (2nd Street) west of Central Market. Telephone No. 515.

Hongkong September 4, 1913.

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS
BOSS'S BINOCULARS and TELESCOPES,
HELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE

FIRECLAY.

STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.
TEL. ADDRESS: MAISHAN, HONGKONG.
TELEPHONE: No. 869,
DODWELL & CO., LTD., *Agents.*

PRIZE MEDAL PHILADELPHIA EXHIBITION

JOHN OAKEY & SONS'

WELLINGTON EMERY & BLACK LEAD MILLS, LONDON

EMERY

EMERY CLOTH | GLASS PAPER | BLACK LEAD

WELLINGTON KNIFE POLISH

JOHN OAKEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

THE CHINA MAIL, LTD.

UNDERTAKES

ALL SORTS OF JOB-PRINTING

such as:

CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LISTS, INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, ETC.

Obtain quotations from

THE CHINA MAIL OFFICE
5 Wyndham Street.

European Supervision Moderate Prices.

HONGKONG & WHAMPOA DOCK Co., Ld.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A B C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watts's

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant, operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process, Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIP ARE AS FOLLOWS:

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	RISE OF TIDE NEAPS
KOWLOON					
No. 1 Dock, Kowloon	502'	(30' 0" / 70' 0")	25'	7' 0"	
No. 2 Dock, Kowloon	371'	75' 0"	22' 0"	7' 0"	
No. 3 Dock, Kowloon	322'	60' 0"	17' 0"	7' 0"	
Patent Slip, No. 1 Kowloon	350'	80' 0"			
Patent Slip, No. 2 Kowloon	220'	50' 0"			
[illegible]					
Cosmopolitan Dock	0'	50'	25'	7' 0"	
ARTHUR'S					
Hope Dock, [illegible]	220'	50' 0"	16' 0"	7' 0"	

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
hare, Coal and Genera Produce
Brokers and Commission
Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MERION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of Messrs. WITZKE & Co., to sell by Public Auction,

on

WEDNESDAY,

the 4th October, 1916, commencing at 10.30 a.m., on their premises, No. 1 Ningpo Street, Yaumati,

VALUABLE PLANT, MACHINERY, TOOLS, &c.,

including Cast Iron Scrap and Metals,

As follows:—

One Electric Lighting Set, consisting of Highspeed Vertical Steam Engine, &c., &c., complete with Mountings and Switchboard, Marine Multitubular Boiler with Furnace, Boiler complete with all Mountings and Feed Pump, One Horizontal Compound Non-Condensing Steam Engine with Pipe Connection Valves and Storage Tanks, Several Double Geared, Screw Cutting and Surfacing Lathes, Shears of varying lengths, 1 Planing Machine, complete with Pulleys, &c., 1 Shaping Machine complete with Shaft, Slotting Machine complete, 1 power and hand-driven Screwing Machine Shaft, Miscellaneous Assortment of Dies, Vertical Double Geared Drilling Machine complete, One Double Pillar Geared Vertical Drilling Machine (equivalent to two machines) by Appleyard & Co., Halifax, England.

One Double Column Steam Hammer complete with all connections, One Belt-driven Draught Blower for Blacksmith Shop complete with connections, One Ore Washing Tank with agitating Gear Shafting, &c., &c., &c.

Also

Pulleys, assorted Belting, a large quantity of Miscellaneous Material, Tools, &c., Tubes and Piping, Steel Bars, Wrought Iron, Steel and Cast Iron Scrap.

A large and varied assortment of Brass Valves and Corks, Brass Rods, Machine Screws, Copper Pipes, Copper Plates, &c., &c.

And

SUNDRY OFFICE FURNITURE, &c.

(Full Particulars from Catalogue.)

On view from Monday 2nd October.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 27, 1916. [1043

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 6th October, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

HOUSEHOLD FURNITURE,

And

A QUANTITY OF

DRAWN THREAD WORK, GRASS CLOTH, etc.

Comprising:—

1 Persian Carpet (practically new), Sideboards, Dinner Waggon, Dining Tables and Chairs, 2 Chesterfield Sofas, Arm-chairs, &c., Wardrobes and Toilet Tables, Double and Single Brass and Brass-mounted Bedsteads, &c., Miscellaneous Furniture, several lots of Blackwood Ware, 2 Pianos, a few lots Porcelains, &c., Pantry, Bath Room and Kitchen Utensils, Table and Sideboard Covers, Bedspreads, Napkins, Doylies, Grass Cloth Goods, etc., etc.

Also

Brass Jardinieres, Vases, Finger Bowls etc.

(Full Particulars from Catalogue.)

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 30, 1916. 1067

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 6th October, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

HOUSEHOLD FURNITURE,

And

A QUANTITY OF

DRAWN THREAD WORK, GRASS CLOTH, etc.

Comprising:—

1 Persian Carpet (practically new), Sideboards, Dinner Waggon, Dining Tables and Chairs, 2 Chesterfield Sofas, Arm-chairs, &c., Wardrobes and Toilet Tables, Double and Single Brass and Brass-mounted Bedsteads, &c., Miscellaneous Furniture, several lots of Blackwood Ware, 2 Pianos, a few lots Porcelains, &c., Pantry, Bath Room and Kitchen Utensils, Table and Sideboard Covers, Bedspreads, Napkins, Doylies, Grass Cloth Goods, etc., etc.

Also

Brass Jardinieres, Vases, Finger Bowls etc.

(Full Particulars from Catalogue.)

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Oct. 2, 1916. 1068

AUCTIONS.

G. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the Letting by Public Auction Sale, to be held on TUESDAY, the 10th day of October, 1916, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kai Lung Wan, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lot.

Rly. of Sale.	Registry No.	Locality.	Boundary Measurements. (Approximate) N.	S.	E.	W.	Contents.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
		Between Inland Lot No. 968 (Kai Lung Wan Reclamation Area No. 1) and Permanent Lot No. 79, Kai Lung Wan No. 2.	As	per	sale	plan.	423,840 (about)	196	1963

1083

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

AN EARLY DATE.

The following LIGHTHOUSE GEAR &c.' &c., viz:—

One occulting apparatus, complete.
Circular wick lamps.
Spare burners.
Cylinders and wicks.
Incandescent Petrol Lamps, and appurtenances

And

A quantity of gear pertaining to Mooring Buoys,

Also

A number of Locomotive wheels and Axles.

Further particulars may be obtained from the undersigned.

Terms:—as usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Aug. 24, 1916. 964

FOR SALE.

A NEW broad carriage TYPING MACHINE for sale.

Price $70.00 or less.

Please apply to T. C.
CHINA MAIL.

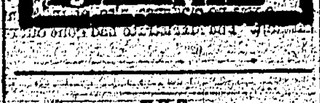
Hongkong, Sept. 25, 1916. 1073

WE BUY BUTTERFLIES,
Pay Cash and a Good Price.

ADDRESS your offers with prices to E. LE MOULT, 4 Rue Dumeril, Paris (France), who will send his pamphlet free. [903

TANG YUK, DENTIST, successor to the late SIEN TING,
14, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation free.



THE
LONDON DIRECTORY.
(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English

MANUFACTURERS & DEALERS

in each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of

EXPORT MERCHANTS

with the Goods they ship, and the Colonial and Foreign Markets they supply;

STEAMSHIP LINES

arranged under the Ports to which they sail, and following the approximate Sailings;

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants, etc., in the principal provincial towns and Industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 30s.

Traders wishing to secure an advertisement

THE SILENT HAND.

HUNTING GERMAN SUBMARINES.

SECRETS REVEALED.—I.

[BY ALFRED NOYES.]

Deutschland unter alles was the cry of all Germany when her submarine first popped up, not without a touch of comedy, in Norfolk, Virginia; and undoubtedly one reason for the now trans-Atlantic submarine is the fact that certain measures have made English waters unsafe for them. Even submarines that arrive in America may disappear on their return journey. What those measures are it is now possible, though the censorship is still strict, to indicate a little more clearly.

There is a tale in Devonshire that Sir Francis Drake has not merely listened for his drum, during the last 300 years, but has also heard and answered it on more than one naval occasion. It was heard, as the men of the Brixham trawlers can testify, about a hundred years ago, when a little man, under the pseudonym of Nelson (for all Devonshire knows that Nelson was a reincarnation of Sir Francis) went sailing by to Trafalgar.

Ask of the Devonshire men
For they heard, in the dead of night,
The roll of a drum, and they saw him pass,
On a ship all shining white.
He stretched out his dead cold face,
And he sailed in the grand old way.
The fishes had taken an eye and an arm;
But he swept Trafalgar's Bay!

It was only a little before the great naval action in the North Sea—perhaps the greatest British victory since Trafalgar—that word came from the Brixham trawlers again. They had "heard Drake's drum beat" and were now assured that the ghost of Sir Francis Drake was inhabiting the body of Sir John Jellicoe.

There is good reason why the trawlers should be aware of this first; for it is among the 3,000 odd trawlers, drifters, and other fishing craft of the British auxiliary fleet that the seamen who broke the Armada would find themselves most at home to-day. In this host of auxiliaries England has, in fact, brought to life again and organized on a huge scale, with certain modern improvements, the men and the fleets of Drake and Hawkins; and it is these fleets and these men that have struck terror into the German submarines and driven them from the seas.

There has been some discussion in America as to whether Mr. Wilson's Notes, or some other more secret and certain power, caused the Germans to abandon their deadliest sea-weapon. Inasmuch as this weapon ceased to trouble the English a little earlier than it ceased to sink neutrals, the latter alternative might be accepted as probable, even without further knowledge, but further knowledge absolutely confirms this probability.

Nothing is more striking in the conduct of this war than the way in which the British method of "slow and sure" has justified itself. The superficial clamour for sudden and sensational proofs of "what England is doing" began in the first fortnight of the war. Neutral countries even wondered why the first month of the war had produced no great historians.

In the meantime, England was making the history of the next thousand years; and that can only be done on vast and deeply sunken foundations, which must be laid in silence. Results, and solid results, of granite and oak were England's aim. These are now appearing; and while her great new armies are demonstrating what England has created on that side, it is now possible to give a glimpse of the far-reaching method that destroyed the menace of the German submarine.

FORCE OF 100,000 SEA DOGS.

It was done in silence, and silence was one of the weapons. Submarines went out and never returned. Other submarines went out, perplexed, against a mystery; and these, too, never returned, or returned in mysteriously diminishing numbers. Nothing was said about it till the destruction of the 50th was quietly celebrated at a small gathering in London; and then neutrals began to inquire, with a new note of curiosity, "What is England doing?"

We heard tales of steel nets—as vague as the results would have been, but for certain great preliminaries of which we never heard. A few days ago, I had the opportunity of seeing the finished system, and also, from a flood of light on the

To begin with, a body of men larger than the United States Army was chosen from the longshore fishermen and trawler crews. They were gradually drilled, disciplined, and trained, and put into naval uniform. This force is now over 100,000 strong. They were chosen, of course, on an entirely different principle from that of the Army. They were tough sea dogs, of all ages, inured to all the ways of the sea; but not at all to any form of discipline. This in itself implies very great preliminaries, for the finished product is fit to man a battleship.

In the meantime their fishing-boats, trawlers, and drifters were gradually taken over by the Government and fitted out for the hunt, some three thousand of them. To these were added a fleet of fast motor-boats, specially built for scouting purposes. They were stationed at various points all round the island.

Night and day in all weathers, section replacing section, these trawlers and drifters string themselves out from coast to coast; while on shore thousands of workers are turning out their own special munitions and equipment—nets, mines, and a dozen mysteries which may not be mentioned.

From one of their bases a patrol boat took me out along one of the longest lines of the flotilla. This innocent line of trawlers strung out for some 50 miles had more nightmares in store for the German submarine than a fleet of battleships. It was an odd sensation to approach trawler after trawler, and note the one obviously unusual feature of each—the menacing black gun at bow and stern. They were good guns, too—English, French, and Japanese. The patrol boat carried a Hotchkiss, and most of the trawlers had equally efficient weapons.

TRAPS 100 MILES LONG.

There were other unusual features in every trawler, drifter, and whaler—features that made one catch one's breadth when their significance was realized. About this I may say very little. But, in the matter of the nets, it was demonstrated to me that, within 25 minutes any submarine reported in most of our home waters can be enclosed in a steel trap from which there is no escape. The vague rumours that we heard, in the earlier stages of the war, led one to suppose that these nets might be used, perhaps in the English Channel and other narrow waters. But I have seen traps a hundred miles long, traps that could shift their position and change their shape at a signal.

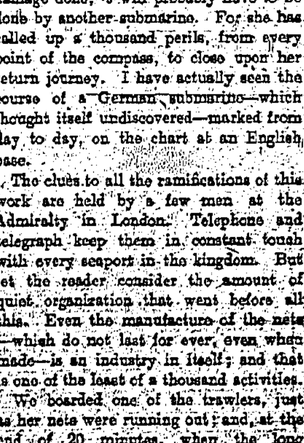
A submarine may enter their seas, indeed, and even go to America. She may even do some damage within their lines. But if she does this, her position is known, and, if there be any future damage done, it will probably have to be done by another submarine. For she has called up a thousand perils, from every point of the compass, to close upon her return journey. I have actually seen the course of a German submarine—which thought itself undiscovered—marked from day to day, on the chart at an English base.

The clues to all the ramifications of this work are held by a few men at the Admiralty in London. Telephone and telegraph keep them in constant touch with every seaport in the kingdom. But let the reader consider the amount of quiet organization that went before all this. Even the manufacture of the nets—which do not last for ever, even when made—is an industry in itself; and that is one of the least of a thousand activities.

We boarded one of the trawlers, just as her nets were running out; and, at the end of 20 minutes, when the long dwindling line of fishing craft had "dressed" itself, from the British coast to the coast opposite, all that was necessary was to wait for visitors. As for their welcome, one skipper remarked to me cheerfully, "I don't know about the others, but I've killed ten."

CARE FOR NEUTRAL SHIPS.

Throughout this work of the auxiliary fleet, it is worth noting that, in their records of rescue and salvage, a good half of their care is devoted to the ships of neutrals. It is England that sweeps the sea for mines, marks them off on her charts, warns, delays, and guides the traffic of the world through a thousand unknown perils. And England has paid the price for it; for, while the neutral traffic is held up for an hour or two, as at the lifting of a policeman's hand, the mines are removed. But sometimes those who remove them are awaited in vain by their homes in the little seaports.



HAVE YOU A BAD LEG

with wounds that discharge or ulcerations, painful, unwarranted, with inflammation much swelling, that when you press your finger on you indentation is left for a time, impressing it, if do, under the skin you have poison, which defies all the remedies that have been tried. Perhaps your tissues are swollen, the joints behind the knee, the veins with the ankles, round which the nails have discoloured, or there may be eczema; the tiredness, if allowed to continue, will deprive you of the power to walk. You may have attended various hospitals, and been told your case is hopeless, or advised to submit to amputation, but do not. Try that Grasshopper Treatment, which is a certain cure in cases of Abscesses, Glandular Swellings, Festered Hands, Carbuncles, Ulcerated Joints, Blotches, Hereditary Sores, or Scrofula, Inward and Deep Rooted Pains. Send at once to the Drug Stores for a box of GRASSHOPPER OINTMENT AND PILLS. Prepared by Albert, Albert Haven, Pentington Street, London, England. Price in England 1/11 and 2/9 per box.

Agents:—A. S. Watson & Co., Ltd. Hongkong.

That neutrals are not altogether forgetful of the fact is shown by the exceedingly generous subscriptions raised on the Atlantic liners, among Americans and others, for the widows and orphans of the mine-sweepers. On one Dutch liner recently over a thousand dollars was contributed for this purpose, in half an hour, by the passengers at breakfast, who had come undisturbed through waters full of menace.

But neutrals have not always escaped; and, in talking to the man on these trawlers, I was struck by the fact that a large proportion of their tales referred—as I have said above—to the salvage or the actual saving of neutral ships.

Often, as in the case of the Falaba, the rescue work is attended with many perils to the auxiliary concerned. From the Falaba 116 persons were rescued; and the drifter was "bilged," a phrase that, in this case, meant "almost foundered."

On a few occasions, the hunters have themselves been trapped. Three men, taken off a trawler by a submarine, endured an 80 hours' nightmare under the sea that shattered the mind of one, and left permanent traces on the other two. Periodically, revolvers were put to their heads and they were ordered, on pain of death, to tell all they knew of our naval dispositions. They saw a good deal of the internal routine of the German submarine also; and noted, characteristically, that the German crew—on this boat at any rate—were very "jumpy," too "jumpy" even to take a square meal. They munched biscuits at their stations, at odd moments.

On the third morning they heard guns going overhead and watched the Germans handing out shells to their own guns. Finally a torpedo was fired, and they heard it take effect. Then they emerged into the red wash of dawn and saw only the floating wreckage of the big ship that had been sunk; and, amongst the wreckage, a small boat. They were bundled into this; told they were free to row to England or Nineveh; and the submarine left them—three longshore fishermen, who had passed through the latest invention of the modern scientific devil, two who could still pull at the oars, but the other too crazy to steer, as his little personal part of the price paid by England for sweeping and patrolling the seas of civilization.

Many were the tales of neutrals, towed to port, battered but safe, by these indefatigable auxiliaries. One was towed in upside down, by fixing an English anchor in one of her German made shell holes; she was towed for 100 miles, at a quarter of a knot, and arrived for the admiral at the base to make his inspection.

But even with neutrals, the auxiliary fleet finds it necessary sometimes to add the wisdom of the serpent to its general philanthropy. On one occasion a neutral tank steamer was overhauled. She was believed to be carrying suspiciously large supplies to a suspiciously vague destination, but was allowed to proceed for political reasons and in the name of the freedom of the seas. Nevertheless, with innocent fishing boats dotting our waters at intervals of half a mile, and wireless telegraphy to help them, the sea has almost as many eyes and ears to-day as it has fishes; and at dusk a drifter rolled up to our neutral friend again.

"Begorra, it's twins!" said the gunner, training his twelve-pounder on to her, and twins it was. For, tucked close under either quarter lay a German submarine, quietly being fed. Before they could submerge or bunk away the crew of the drifter had boarded the neutral and had persuaded the submarines, with the help of a dozen revolvers, that they were prisoners of war.

HOW THE GULFLIGHT WAS SUNK.

The skipper of another trawler that we boarded was a quiet-voiced man, with eyes that looked into the distance. There were suppressed tears in them, very eternally suppressed, as he told me that his brother had been killed, with all hands, on the mine-sweeper next to his own, only a few weeks ago. He also told me—and I wished that Americans could have heard him—of the German attack upon the American ship, the Gulflight, which had killed three from his own fishing boat. The German submarine was half way between himself and the Gulflight, which was flying the American flag, and could be recognized at four times the distance. The evidence of this man and his crew had never been asked or taken into the case and one significant piece of it—the fur cap of one of the Irish-American seamen, which he had picked up, a torn, filthy, bedraggled relic, off a bunch of floating wreckage—was produced at the inquiry.

INTIMATIONS

Variety of Uses.

The uses to which LEA & PERRINS' SAUCE can be put are innumerable.

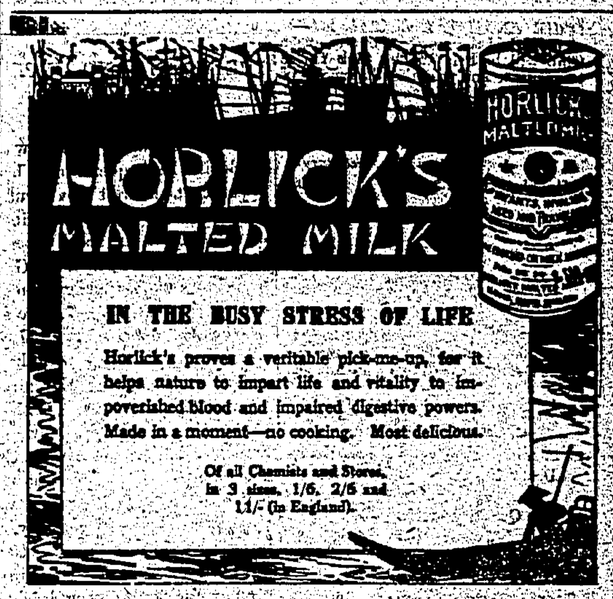
At Luncheon, Dinner or Supper, it is the ideal sauce for *Roast Meats, Fish, Game, Cheese, Salad, etc.*

In the Kitchen, it is indispensable to the cook for flavouring *Soups, Stews, Gravies, Minced Meat, etc.*

In India, a favourite "Pick-me-up" is Lea & Perrins' Sauce with *Soda-water.*

Lea & Perrins

The Original and Genuine WORCESTERSHIRE.



There was no mistake possible, no excuse, and no ground for pardon, in that one anarchistic act of the German Navy.

The attack on the American steamship Gulflight was narrated to me as follows by the skipper of his Majesty's drifter Contrive. I am sorry it has not the violent literary qualities which literary men call realism. Sailors have not yet learned the trick; and those who desire reality will know that the conventional expressions of this very plain yarn are at least true, and the speaker the sort of man who would send his kind regards to a friend from his deathbed:—

"At the time of the incident I was serving as a skipper of a vessel fishing out of Lowestoft. We were lying to our nets about nine miles off the Scillys. In fact, we could see the Scillys, as it was a very clear day, with a blue sky and a fresh breeze. Many vessels had passed us during the day, and the scene was so peaceful that you could almost imagine we were still at peace with everyone, and that such things as submarines and mines and such-like never existed.

"Of course, I knew better; and I had good reason to remember the day the German Fleet came to bombard my native home. They weren't allowed to remain over long, as they were chased back to port; but they stayed long enough to sow a large minefield in the way of the shipping. My brother was then a naval skipper in command of his Majesty's drifter Will and Maggie—he met his death trying to sweep up those mines; and his ship and his crew went with him. I've seen their submarines before, although when I did see them they were too busy trying to evade our patrols to try to sink my little ship. You must remember that I was then engaged in fishing, and could only rely on my stout stem to attack one. One night, just about sunset, I saw one. She passed quite close to us—not more than 1½ miles, I should say. She was a great big chap, with two guns, and a lot of the crew on deck—that was about 60 miles from the Seven Stones Lightship.

"Well, to continue. My vessel, funnily enough, was called Our Friend, and before the end of the day it was our luck to prove our friendship for our friends across the water. As I was saying, we had shot our nets, and, about noon, we saw a large tank steamer coming up channel at a good pace. She was coming in our direction, and I soon saw her colours, the Stars and Stripes, at the stern—a fine big ensign it was and spread out like a board. When she was about two miles off to my horror I saw a submarine emerge from the depths and come right to the surface. There was no sign of life on the submarine, but she lay stationary, rising and falling in the trough; and I knew instinctively that she was watching the steamer. She had undoubtedly come from the same direction as that in which the steamer was going, and it did not take me long to realize what had actually happened. I took in the situation at a glance. The submarine had passed the Gulflight (for that proved to be her name). She had deliberately increased speed to lie in wait for her and get a sure target, rather than attempt to fire a torpedo when overhauling her, with the possible chance of missing and wasting one of those expensive weapons even on an American.

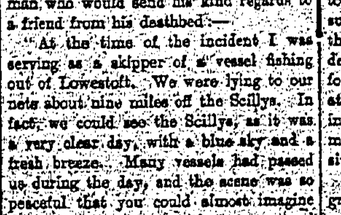
"The submarine was painted light grey, and had two guns; but I could not see any number. For five minutes she lay motionless—and then, having fixed the position of her prey, and taken her speed into consideration, she slowly submerged in its direction. I knew what was coming, and it came—a dull heavy explosion and a silence, and then, as I to see the result of her handiwork, the submarine again appeared. She did not stay up long, as smoke was soon seen on the horizon, and I knew the patrols had been looking for her. She knew it, too, and submerged.

"I hailed in my nets, and proceeded at full speed to the sinking ship, to try and save the lives of the crew. Our boat was launched, and I went aboard. By this time the Gulflight's bows were well down, and her fore decks awash, and she looked as if she would sink at any minute. She was badly holed in her fore part. The Huns, I thought, had done their work well.

"Ten minutes later I saw the patrol vessels racing up for all they were worth, and one of these vessels took on board the crew—two of whom were drowned. The captain of the Gulflight died of shock. Soon four patrol vessels were on the spot; and three of these vessels put prize crews aboard with wires in double quick time. This fourth—a big trawler with wireless (which I now know in naval language as a trawler leader) steamed round and round, in the vicinity, keeping a careful watch.

"In less than two hours the Gulflight, her Stars and Stripes still flying above water, was being towed at a good pace to port with the fleet in attendance. That is all I have to tell you, and it is perfectly true in every detail.

"Later on, I went to Queenstown and found that one of the Gulflight's sailing crew, who had been picked up by the same patrol vessel, was still there. He was



WATSON'S

E

THE PREMIER SCOTCH

MILD, MELLOW, MATURED.

A. S. WATSON & Co., Ltd.,

WINE & SPIRIT MERCHANTS,

TELEPHONE No. 616.

To-day's Advertisements

THE HONGKONG CORINTHIAN YACHT CLUB.

THE ANNUAL GENERAL MEETING of the members of the above Club will be held in the Club House to consider and pass the Statement of Accounts for the Season 1915-1916 and transact further business on WEDNESDAY the 4th October, 1916 at 6 P.M.

A. W. VAN ANDEL,
Acting Hon. Secretary.

Hongkong, Oct. 3, 1916. 1092

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions from H. M. VICTUALLING STORE OFFICER, to sell by Public Auction, on

SATURDAY,

the 7th October, 1916,
at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice-House Street,—
A Quantity of FLOUR
" BISCUITS
" RICE
" OATMEAL.

TERMS :—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, Oct. 3, 1916. 1091

THE DIARY.

MEMOS FOR TO-MORROW.

4 p.m.—Final of the men's tennis doubles at H.K. Cricket Club.
6 p.m.—Corinthian Yacht Club's Annual Meeting.

General Memoranda.

THURSDAY, Oct. 5 :—
Swimming Race across the Harbour.
9.15 p.m.—Piano Recital at Peak Club in aid of P. O. W. Fund.

FRIDAY, Oct. 6 :—
3.30 p.m.—Opening of St. Paul's Institute's new School at Causeway Bay.
2.30 p.m.—Auction of Household Furniture, Drawn Work, Grass Cloth etc. at Messrs. Hughes and Hough's.

SATURDAY, Oct. 7 :—
11 a.m.—Auction of Flour, Biscuits, Rice and Oatmeal at Messrs. Hughes and Hough's.
Noon.—H. K. Jockey Club's Half Yearly Meeting.

SUNDAY, Oct. 8 :—
9 a.m.—Excursion to Macao by s.s. "Taishan".
9 p.m.—Al Fresco Fête at the R. C. Cathedral.

MONDAY, Oct. 9 :—
Public Holiday.

TUESDAY, Oct. 10 :—
2 p.m.—Auction of Crown Land at P.W.D.

WEDNESDAY, Oct. 11 :—
3.01 p.m.—Full moon.

THURSDAY, Oct. 12 :—
Red Cross Entertainment in Victoria Theatre.

FRIDAY, Oct. 13 :—
4 p.m.—Governor and Lady May "At Home" at Mountain Lodge.

SATURDAY, Oct. 14 :—
St. John Ambulance Brigade Overseas Aquatic Sports.

BRIDGE SCORERS

In Blocks of 50 SHEETS.
30 cents each
Four for One Dollar.

Obtainable at
The CHINA MAIL LTD.
5, Wyndham St.

VISITING CARDS
PRINTED AT
China Mail Office.

The China Mail.

HONGKONG, TUESDAY, October 3, 1916.

THE LOCAL AND IMPERIAL WAR LOANS.

THE announcement of a new issue of British Exchequer Bonds bearing 6 per cent. interest has seemed to people to rather take the wind out of the sails of the local 6 per cent. Loan which the Hongkong Government just a week or so ago announced its intention to issue. But we doubt whether the 6 per cent. Gold Loan will seriously interfere with the success of the Hongkong Government's 6 per cent. Silver Loan. In the first place there are probably many residents, especially Chinese, in Hongkong and the Coast ports who would prefer to invest in a currency which they understand best. Secondly, as an investment the prospect of getting 6 per cent. for at least five years and possibly for twelve, would in many cases make a stronger appeal than a 6 per cent. loan which is to be repaid in three years. Three million dollars is not a large sum to raise and, even if a sense of patriotic duty were not involved, we should be very reluctant to believe that even in these times 6 per cent. secured by the Hongkong Government would prove an inadequate attraction. The present high exchange is, of course, in favour of gold loans, but who can say that silver will not go much higher and maintain itself for some years at a high level?

* * *

Hongkong apparently is to act more handsomely than the Straits Settlements. The communiqué regarding the Hongkong Loan stated that the whole of the amount raised by the loan is to be *given* by the Colony of Hongkong to His Majesty's Government for the purposes of the war. We notice that the draft ordinance to authorise the raising of the Straits Loan says, "the sum so raised shall be *lent* to His Majesty's Government for the prosecution of the war." We do not know how much the Straits Government expect to raise. No amount is specified and it is not possible therefore to calculate the extent of the financial responsibility which the Colony of the Straits Settlements will assume. But there is no difficulty in making the calculation for Hongkong. A Loan to the Imperial Government of three million dollars raised at 6% means that the Hongkong Government would need to raise the very small sum of $180,000 or thereabouts per annum for five years at least—perhaps for twice that period; but a gift of three million dollars raised at 6 per cent. interest would represent an additional tax of 5 per cent. on the present revenue of the Colony for a period of at least eight years. If this represents the intention of the Government we think it might be said, all statements to the contrary notwithstanding, that the financial assistance given by the Government of Hongkong will compare very favourably indeed with what has been done in most Colonies. It should not be forgotten that the Colony has been paying, since the war began, a Military Contribution considerably larger than it had ever paid before—a sum well over £300,000 a year. When the basis of the Military Contribution was fixed at 20 per cent. of the [illegible] with the idea that the contribution would increase as the Colony prospered, but the substantial increase in the amount of the Military Contribution in recent years—especially since the outbreak of war—has manifestly not been due to greater prosperity. It has been due to the fact that greater revenue has had to be raised to meet the necessary expenses of the administration. In the year before the war the expenditure of the Colony is shown as $8,658,012; last year it was shown as $15,149,267. The more money the Government needs to raise, the larger becomes the Military Contribution. Consequently when comparisons are being made of what Hongkong has done financially with what other Colonies and Dependencies have done or are doing, this matter of the Military Contribution should not be overlooked. Though we are far from thinking that all has been done in Hongkong that might be done, we do think that Hongkong has little to fear from comparison with any other Colony or outpost of the Empire.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The annual general meeting of members of the Corinthian Yacht Club is announced for to-morrow evening at 6 p.m.

Two hundred taels of prepared opium, unclaimed, were found yesterday on board the s.s. *Hanoi* by Detective Pincott.

A Chinese attempted suicide yesterday by jumping from the first floor of 7 Centre Street, into the road. He injured himself somewhat severely.

The final of the men's doubles tennis tournament at the Hongkong Cricket Club will be played, weather permitting, to-morrow afternoon, commencing at half past four.

We have been asked by Messrs. Hughes and Hough, the auctioneers, to mention that the sale of plant, machinery, tools etc.—the stock of Messrs. Witzke and Co. in liquidation—has been postponed from to-morrow to Thursday, 12th inst.

A married woman of 13 Albion Street complains of the univited presence of a gentleman of the light-fingered fraternity at her house between noon and 2 p.m. yesterday. As a result she is now minus certain jewellery, money and clothing worth $783.

The usual weekly return by the Medical Officer of Health, Dr. W. Woodman, states that during last week there was a fatal Chinese case of bubonic plague; four cases of diphtheria, three fatal and all Chinese (one imported); a Chinese case of puerperal fever, and five fatal cases of small pox. All the cases were Chinese. Since the commencement of the year there have been 36 cases of plague and a total of 35 deaths.

The "China Press" (Shanghai) states that the American stewards aboard the Pacific Mail s.s. Ecuador were paid off at Woosung last week, and their places taken by Chinese. The men will be returned to the States on the first outbound passenger steamer. American Vice-Consul Adams witnessed the discharge of the men who have been the cause of much friction ever since the *Ecuador* left San Francisco on her maiden voyage across the Pacific.

A concert to aid the Earl Kitchener Memorial Fund has been organised by Staff Inspector McEwen and will take place at the Victoria Theatre to-morrow evening. H.E. The Governor has extended his patronage and has signified his intention of being present. The programme has been admirably selected and will include items by the H.M.S. Venus Concert Party, introducing the successful comedy feature, "The Hebrew Impersonators," Mr. T. W. Mackay, Mr. Hatton and Miss Castro, &c.

FIRE AT VLADIVOSTOCK.

1,000,000 ROUBLES WORTH OF GOODS DESTROYED.

About noon on the 15th instant fire broke out in one of the Customs warehouses at Vladivostok and sundry goods, including [illegible] powder etc. valued at 1,000,000 roubles [illegible] had not been delivered to the [illegible] [illegible]

THE MAGISTRACY.

A BATTLE OF COAL v. STONES.

LIGHTER WATCHMAN DRIVEN AWAY BY CHINESE.

A remarkable story was outlined to Mr. F. A. Hazeland at the Magistracy this afternoon by Mr. E. Davidson, of Messrs. Hastings & Hastings, who appeared on behalf of the Mitsui Bussan Kaisha to prosecute three Chinese for stealing and receiving a quantity of coal. Two of the defendants were lightermen and the other a coal merchant who was represented by Mr. P. W. Goldring.

The coal alleged to have been stolen was Miike coal and was taken from two lighters by the crew of a sampan who adopted strenuous methods to secure the coal. Approaching a lighter in their sampan they hurled stones at the Japanese watchman and drove him to cover, and then proceeded without formality to transfer some of the coal to the sampan. The watchman from behind good cover resorted to a counter-attack and threw lumps of coal at the Chinese. A battle royal was kept up for a few moments until the watchman took refuge on another lighter. He observed the sampan leave with the coal in the direction of Wanchai but when it got to the end of the line of lighters it drew alongside and proceeded to add still more coal to the large quantity already in the sampan. The watchman endeavoured to get to the end launch but was hampered by a number of sampans lying between the lighters. Later on the same morning a lighter was noticed taking delivery of coal from a sampan and the lighter was observed to go to Yaumati and moor near the Fook Kien godown. The police were informed of the occurrence. A representative of the Mitsui Bussan Kaisha saw a Chinese Police Reserve and made a report to him. He asked a number of Chinese sitting about the godown what had happened to the crew of the lighter and was told they had gone away. All the Chinese said that, with the exception of the last man who admitted he was a member of the crew. Inspector Gerrard was apprised of what had happened and in the end the three defendants were arrested. The coal merchant said the coal was taken from his heap and that heap did not contain Miike coal.

Evidence was then called and the case adjourned.

A FATAL FIGHT.

ACCUSED ACQUITTED ON MANSLAUGHTER CHARGE.

By a majority verdict of 6—1 the jury, sitting in the Stanley Street manslaughter charge with Mr. Justice Gompertz, yesterday, acquitted the accused.

The case was not concluded until late in the afternoon.

Mr. G. N. Orme, of the Attorney General's Office conducted the case for the Crown and prisoner was defended by a Chinese barrister Mr. Tsun Uinchan, instructed by Mr. P. W. Goldring, solicitor.

SOCIETY OF ST. VINCENT DE PAUL.

On Sunday next, the 8th October, the Society of St. Vincent de Paul will hold its annual *Al Fresco Fête* in the compound of the Roman Catholic Cathedral. As in former years, the stalls will be open for public inspection and for the benefit of the little folks from 2 to 7 p.m. during which time tea and cakes will be served and tickets for toys sold. The Fête is advertised to commence at 9 p.m. when the Orchestra of the Sociedade Philharmonica will contribute some choice pieces from their extensive repertoire. The Committee have spared no pains to make the Fête as enjoyable to the public as possible, and it is hoped that their efforts will be crowned with the desired success. We understand that the Committee has several schemes of extending their charitable work which will be carried out as soon as possible if the result of their annual bazaar proves satisfactory.

An abstract of the accounts of the Society show a total income last year of $3,203.54. The expenditure side shows:—Weekly and monthly allowance to 76 families in tickets and cash, $2,051.20; Christmas allowances to the poor, $380.50; extra allowances to destitutes, medicines, stationery and petties, $55.25; leaving a balance of $1,066.59.

NATIONAL MISSION SERVICES.

[illegible]

MR. TANG SHAO YI'S RESIGNATION.

RESULT OF INSPIRED ATTACKS.

The *Peking Gazette* gives the following translation of the telegram tendering his resignation which Mr. Tang Shao Yi sent to the President:—

For the Esteemed Perusal of the Great President and the Premier:—

In spite of the unworthiness of Shao-yi, he has been entrusted with an important post on account of the kindness of the President and the support and persuasion of the many heroes. Surveying the conditions all round him and examining his own heart he has always been burdened with a sense of fear and trembling—realising that the task before him is by no means easy to perform. He, therefore takes this opportunity respectfully to decline the favour conferred on him. As to why he has been again and again hesitating, he hopes that your wise judgment must have discerned it all. As the result of the many proofs of sincere kindness shown to him and the many counsels given him, he rose from his sick bed with an effort and endeavoured to come up to Peking, believing that before very long he would be with the Government and contributing his share in shouldering the responsibilities of the moment. He thought he would then be near the President and work with the talents of the country. Unfortunately he was attacked by cold and the cough, which he contracted, soon worsened into vomitting of blood. Consequently he has been forced to remain at Tientsin; and although so near the gate of the Metropolis he has not been able to express his humble views. On account of the delicacy of the situation, however, he cannot remain silent. A saying is to the effect that with a peaceful people one can do righteousness; but it is only possible to do evil with an irresponsible lot. The method, therefore, to attain an efficient administration is to secure efficient men. And the way to administer a government is to adhere to the law. Sometime ago a monster plotter seized the power of the State. He misrepresented public opinion, treated good men like enemies, turned merit and demerit upside down, reversed the process of punishment and reward. Consequently, arrogant soldiers and presumptuous generals were inspired to interfere with the administration; and thereby the persons inside the palace and government leagued themselves with those in the provinces. The poison thus absorbed into the system has now burst out in more violent manifestations. Chang Hsun now is deeply entrenched in Hsuchow and his position is like that of one who creates for himself a small kingdom. He disregards the orders and mandates of the Central Government, appoints and dismisses officials at his sweet will and collects taxes for his own use. Recently he has gone so far as to summon his partisans, and, with words outrageous and unlawful, violated the sacredness of Parliament. He has directed against the Minister of Justice baseless rumours and demanded that he should vacate his post. It is plain that such action must be the result of inspiration. It is most deplorable that the foundation of the country should be shaken to the detriment of the people.

THE CASE OF LUNG CHI-KUANG.

The case of Lung Chi-kuang is another similar instance. During the tenure of three years, he allowed his troops to harass the people, to loot and to ravage women, yea even to the extent of openly robbing and stealing. Relying on the fact that he had been once praised by the Central Government as possessing the broad-mindedness of the modern world, he refused to hand over office although he was ordered to vacate his post. He even made unreasonable demands. Although he has lately handed over his office, he occupies nevertheless a single hill and demands a large sum so that he may be the ruler of the Chiung Tao. Shao-yi, being a native of Kwangtung, naturally feels the smite of the pain most keenly. The great humiliation and disgrace have already been sown and our troubles in the future are many. He wants to weep but finds no tear. What good will he be able to do even by joining the Government?

THE CASE OF LI LIEH-CHUN.

Speaking about the affairs in Kwangtung, Li Lieh-chun was one of those who participated in the establishment of the Republic and therefore a true patriot. When the movement was started in Yunnan, he rose, gathered his men, and appealing to their patriotism, he marched them for thousands of li to fight in several cities. When the Republic was restored, his merits were considered to be of the most insignificant kind. Hence his fate is not even comparable with that man of cruelty—Lung Chi-kuang. Good men have thus been discouraged and made to loose heart. What crime has this nation committed against Heaven that we should fare thus? When one is driven into a corner, he will cry out though his strength and spirit may fail him. Indeed the Great President and the Premier are wise and patriotic, kind and benevolent, and respect the people and scholars; but it is nevertheless true that the country is not peaceful. Shao-yi, being bodily weak, has also been troubled in mind, and his internal ailment has been further augmented by attack of illness from outside. Even a Pien Lu will not be able to cure him under such circumstances. If he undertakes to shoulder the greatest of responsibilities with a weakened physique, he fears that, although his individual sacrifice will be limited, the mistakes he will make will be many. He therefore begs in words most sincere and heartfelt, that the Great President will permit him to vacate his post as Minister of Foreign Affairs. And as the post of the Minister of Foreign Affairs is one of urgent importance, another ought to be appointed to take his place.

TANG SHAO-YI.

CLOSING SHARE QUOTATIONS.

[illegible]

CHARGE AGAINST A DETECTIVE.

MAGISTRATE UPHOLDS PREVIOUS CONVICTION FOR COMMON ASSAULT.

Mr. J. R. Wood at the Magistracy yesterday afternoon after hearing Mr. F. C. Jenkin, Counsel for Detective P. C. Charles Goble, charged with indecently assaulting a concubine, adhered to his decision of Saturday when he convicted Goble of common assault and imposed a fine of $25.

In his judgment on Saturday the Magistrate said that while he did not entirely believe the complainant he was unable to accept the total denial given by the defendant. The evidence of the boarding house attendant was given in a straightforward and convincing manner and he (the Magistrate) was satisfied that certain things happened which he had described. The Magistrate believed defendant had a conversation with complainant in Chinese on the occasion when he handed her back the jewellery, but whatever that conversation might have been, he went there with the intention of improving his acquaintance with her. The Magistrate was not satisfied that the action of going to the boarding house was to recover lost property. It was clear he went into the room openly and remained there several minutes before any disturbance occurred. It was possible that defendant offended the woman in some way and it was equally possible that she saw someone watching. When the woman cried out he endeavoured by force to prevent her. At that point the boarding house attendant entered the cubicle. After intimating that he would reduce the charge to one of common assault the Magistrate said to Goble: "You seem to me to have adopted a foolish and disreputable course in visiting this woman and you have only yourself to blame."

Mr. Jenkin pointed out that the Magistrate had arrived at a decision without hearing Counsel for the defence and the Magistrate, after discussion, said he would hear Counsel and meanwhile suspend the fine. Counsel yesterday referred to the unusual circumstances of the case. It placed Counsel for defendant in a very awkward way and it was a delicate position for both Magistrate and Counsel, to ask the Magistrate to change his decision in a case after he had been addressed by the advocate for the defendant.

Mr. Wood asked for the complainant to be brought in.

Mr. Jenkin said that the woman had gone away again. She had left her husband for the second time, and although she had been warned to attend the Court, she had not done so. Counsel, continuing, said that if the decision of the Magistrate was changed after he (Mr. Jenkin) had addressed him, much capital might be made out of the fact, and thus they were both placed in very awkward positions. The outstanding fact in the case, from his (Mr. Jenkin's) point of view, was the conversation in Chinese which Goble had with the woman, and the genesis of the case was that Goble became connected with the woman in a larceny case. Goble said he had a conversation in Chinese with the woman when certain jewellery was returned, and, as a result of that conversation, he went to her room on the night of the alleged assult. The woman said that she had no such conversation with Goble in Chinese, for the simple reason that Goble could not speak Chinese. The Magistrate had absolutely disbelieved the woman in that regard, but they had to remember that at the very start of the story they found the woman telling a falsehood. Why did she tell that falsehood? The woman lied in that particular case because she knew she would have to deny that the defendant went down to see her at her invitation. That was an important factor in the case. The woman's only way out of it, when her husband knows that she had a man in her room, was to deny the invitation which she had extended to Goble.

With great respect, said Mr. Jenkin, he would ask the Magistrate to remember that that was a court of justice, and not a court of morals. Goble had been charged with indecently assaulting complainant, and yet he had been found guilty of a common assault. It was extremely difficult to see how such a verdict could have been arrived at if there was no evidence, also, of indecent assault. The Magistrate had gone out of his way to take a part of the evidence and to find Goble guilty of something with which he had not been charged. It was the first time that he (Mr. Jenkin) had heard a Magistrate say—"There is the evidence of the Crown, and there is the evidence for the defence. I will take a little bit of the evidence for the Crown and find you guilty of one crime, not what they charge you with, but on that little bit."

"I have never heard of that being done before, sir," added Mr. Jenkin. He contended that the time-worn rule should applied in his case, and the defendant be given the benefit of the doubt. This was a clear case of doubt. "You cannot take a portion of the evidence and say this man is guilty of common assault. You have to take the evidence as a whole or throw it overboard as a whole. In no Court in the British Empire would such a thing be done to discredit one part of the evidence and convict on another, and I hope that such will never be the case, not so long as I am in practice. I do ask you to say that you cannot believe the evidence for the complainant in any respect."

Mr. Wood said he had done his best to listen with an open mind to everything Mr. Jenkin had said, and he thought he had succeeded. If, at a later stage, defendant was dissatisfied with the decision given, and should decide to appeal, then he (Mr. Wood) would try and facilitate that appeal. He was of the opinion that the evidence given by the boarding-house "boy" was reliable evidence. He believed what he said at the first hearing, and still believed it. Though the "boy" may have been mistaken in one or two particulars, his was an honest story. Therefore, he (Mr. Wood) proposed to leave the conviction for common assault on record, and to impose the fine he mentioned on Saturday, viz., $25.

Asked by Counsel how he could facilitate an appeal Mr. Wood answered, by financial assistance.

SPORTING.

BOXING.

We have been asked to state that Young Ward of the R.N.Y. Police will be pleased to box Johnson of the Police Reserve six rounds for War Charities. A programme is being arranged by the sports Committee of the Police Reserve for November 3rd. Negotiations are in progress to bring together Corporal Scott the heavy-weight Champion and Paddy Finn, the well known middle-weight boxer, who has as yet been unable to find an opponent in Hongkong.

SCHOOL AQUATICS.

YESTERDAY'S EVENTS AT THE V.R.C.

There was a large following of students and friends to watch the annual aquatic sports of Queen's College at the Victoria Recreation Club last evening. The results were as under:—

JUNIOR SCHOOLS, 25 YARDS.—1, Lau Hing Choi; 2, Mok Ying Kwai; 3, Ng Lam.

DIVING (OPEN).—1, L. M. Xavier; 2, Lau Man Ho; 3, Choi Man Ping.

MASTERS' RACE.—1, Kong Yuk Tong; 2, To Yun Shang.

SENIOR PLUNGE.—1, Choi Man Ping; 2, Ko Yan Cheong; 3, Li In Sang. Distance: 47½ feet.

100 YARDS (CHAMPIONSHIP).—1, Choi Man Ping; 2, D. Laing; 3, Ko Yan Cheong. Time: 75secs.

CHALLENGE CUP (PRESENTED BY MR. FUNG TSZ CHAN FOR BEST AGGREGATE POINTS).—1, Choi Man Ping (11 points); 2, L. M. Xavier (5 points); 3, Ko Yan Cheong (4 points).

TEAM RACE (open to schools of the Colony).—1, Kowloon Boys' School; 2, Queen's College. The latter were the holders, but after a good race Kowloon won by a long lead. The winning team was composed of W. Taylor, W. Hyde, R. Moore and C. Logan.

JUNIOR LONG PLUNGE.—1, Lau Hing Choi.

DIVING FOR PLATES.—1, Li In Sang; 2, Li Fook Yuen; 3, Choi Man Ping.

TWO LENGTHS' HANDICAP.—First heat, Mok Chung Wing, Wong Lo Ka, and Choi Man Ping. Second heat: H. Hall, Li Fook Yuen and Choi Man Ping. Final—1, Mok Chung Wing; 2, Choi Man Ping; 3, Li Fook Yuen.

TWO LENGTHS, BREAST STROKE.—1, Choi Man Ping; 2, Ko Yan Cheong; 3, D. Liang.

MASTERS' RACE.—1, Mr. Fletcher; 2, Mr. Maxwell; 3, Mr. Ralston.

The sports were held under the presidency of Mr. A. W. Grant (headmaster of Queen's College), and the officials were:—Starters: Messrs. H. Maxwell and J. C. Fletcher. Time-keepers: Messrs. B. Tanner and A. T. Hamilton. Judges: Messrs. B. James, W. Kay, and W. Handyside. Clerk: Mr. J. Ralston.

Mr. E. [illegible] Irving (Director of Education) presented the awards.

THE SITUATION AT CANTON.

THE REAL STRUGGLE TO COME.

The Canton correspondent of the *N. C. Daily News* has no great faith apparently in an enduring peace at Canton. He writes:—

Canton is now outwardly peaceful as far as military operations are concerned, but the real struggle is to come, and the present policy of reconstruction repeats the history of but three years ago when Lung Chi-kuang first entered the province as the Tutuh or Governor-General and his first acts were to remove appointees of the previous administration and to tranquillize the province. To remove bad officials and to suppress brigandage are fine schemes on paper, but the absence of good men and the desire to employ none but old type officials will tend to make the public dissatisfied before long.

The new Civil Governor, also acting as Military Governor, Chu Ching-lan, seems to have good intentions but he has to depend on the old staff to transact business for him. Intrigue is now beginning to make itself felt, and it is necessary to reappoint all the subordinates—the very men responsible for the previous maladministration. Since his arrival, Governor Chu has not been able to accomplish much, simply owing to lack of control of the staff.

Governor Chu is beginning to change the officials in the [illegible] [illegible] Commander-in-Chief of the Revolution [illegible] [illegible] President. [illegible]

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE ZEPPELIN RAID.

LATEST DETAILS.

LONDON, Oct. 2.

An official statement says:

Ten airships crossed the East Coast last night.

One approached North London but was driven off by gunfire and pursued by aeroplanes.

On attempting to return she was again attacked by guns and an aeroplane, and brought down aflame in the neighbourhood of Potter's Bar.

The airship thus destroyed was of the latest type.

There were no casualties, and no damage was caused.

A second airship attempted to attack London from the north-east but was driven off.

The remainder wandered aimlessly over the Eastern Counties and Lincolnshire. They dropped bombs promiscuously, but mostly in the open country.

THE CASUALTIES AND DAMAGE.

LATER.

It is officially announced that the casualties in the air raid were a man killed and a woman injured. The damage done was insignificant, although the raiders covered a wide area and dropped a great number of bombs.

Four houses were seriously damaged, some glass-houses demolished and a number of windows broken.

ANOTHER ZEPPELIN CRIPPLED.

LONDON, Oct. 2.

It is reported that a Zeppelin passed over an East Coast town very low as if crippled.

THE BRITISH ATTACK ON THE STRUMA.

PARIS, Oct. 2.

A communiqué relating to operations in the Balkans describes the British attack on the Struma on the 1st inst. as a brilliant operation, in which fortified villages were carried.

LONDON, Oct. 2.

A British official report from Saloniki says our captures on the Struma on September 30 include two villages against which repeated counter-attacks had been heavily repulsed. We took 250 prisoners.

SERBS CAPTURE ANOTHER HEIGHT FROM BULGARIANS.

PARIS, Oct. 3.

A communiqué states: The Serbs attacked a strongly held height in the region of Kajmacklan overpowering the Bulgarians who left numerous corpses and abandoned a battery.

A Serbian communiqué states: We advanced half a mile north-east of Kajmakalan, pursuing the Bulgarians. We have completely beaten eight of their battalions.

STUBBORN FIGHTING ON RUSSIAN FRONT.

LONDON, Oct. 3.

A Russian communiqué states that in the region of Hallicz and southward of that city stubborn fighting continues. We have taken 1,800 prisoners here.

General Letchitsky captured 2,600 prisoners in the wooded Carpathians between the 19th and 28th September, and also considerable war material.

RECRUITING IN AUSTRALIA.

MELBOURNE, Oct. 3.

Eight thousand Volunteers enrolled in September.

STUBBORN FIGHTING ON BRITISH FRONT.

A SMALL ENEMY SUCCESS.

LONDON, Oct. 2.

General Sir Douglas Haig in a communiqué states:

There has been stubborn fighting north of Courcelette.

An enemy counter-attack forced us to relinquish a portion of Regina trench.

An enemy attack on our advanced positions east of Eaucourt l'Abbaye was beaten off. We have now established our front there and cleared out the enemy from the buildings of Eaucourt l'Abbaye and farther west.

We also established our line from a point 1,200 yards north of Courcelette in the direction of the Hessian trench.

Successful raids on enemy trenches were carried out north of Neuville St. Vaast and east of La Ventie.

FRENCH SUCCESS NEAR BOUCHAVESNES.

PARIS, Oct. 2.

A communiqué says: We carried a trench east of Bouchavesnes.

AUSTRALIAN WHEAT SALES.

MELBOURNE, Oct. 3.

The Wheat Board had shipped 11¼ million bags of wheat down to September 11th and local sales realised £13,250,000.

THE DEPOSED MONARCH OF ABYSSINIA.

LONDON, Oct. 2.

Reuter is informed that according to a telegram received from Abyssinia there have been no disturbances as a result of the deposition of the Emperor, who is still at Harrar.

MALAYA AND THE WAR.

Mr. E. Macfadyan, member of the Federal Council of the Federated Malay States, writes to the "Times" from Kuala Lumpur with reference to the article "A Chance for the Outer Peoples," published in the "Empire Supplement" of "The Times" of May 24:—

The War Loan raised by the Government of the Federated Malay States was carried to a successful issue in April, of this year. No public loan having ever been issued in the Federation—which indeed, has no national debt—a local subscription was naturally very much of an experiment. Powers were obtained to issue up to 15 million dollars, and a first issue of six millions was originally contemplated. The whole 15 millions, however, were obtained, and in fact, over-subscribed by a liberal margin. Five and a quarter millions came from Chinese subscribers, a few hundred thousands from other Asiatics, and the balance from British merchants, miners and planters in the Federated Malay States, the Straits Settlements, and neighbouring parts. Practically the whole of this was money which could not have been made available for investment in an Imperial loan. The Government of the Straits Settlements has made several large money contributions to the Treasury, and that of the Federated Malay States is still paying for its battleship, H.M.S. *Malaya*.

With regard to the $15,000,000 which the Federal Council of the F.M.S. have placed at the disposal of the British Government, the following Treasury minute has been issued:—

"The thanks of their lordships have already been conveyed by the Secretary of State for the Colonies to the Federated Malay States, but the Chancellor of the Exchequer presumes that their lordships will wish to bring to the attention of Parliament the spontaneous and generous action of the Federation and place on formal record their grateful appreciation of the assistance which it offers to his Majesty's Government.

"Under the terms of the enactment it is left to his Majesty's Government to decide in what manner the loan shall be disposed of. The Chancellor of the Exchequer recommends that the proceeds should be applied in reduction of certain advances made to the Federated Malay States to enable them to meet their expenditure to which they were committed at the outbreak of hostilities, a course which will have the result of setting free a corresponding sum which will be utilised in payment of the general expenses of the war. My lords concur."

SUNSHINE AND COMMON SENSE

DON'T destroy your blood and nerves with Alcohol.

EARLIER TELEGRAMS.

GERMAN ONSLAUGHT ON RUMANIANS.

AS A COUNTER TO THE ALLIED OFFENSIVE.

LONDON, Oct. 1.

It has been generally expected that Marshal von Hindenburg would attempt an audacious stroke somewhere in the East as a counter to the allied offensive in the West.

The bitterness of the German Chancellor's references to Rumania are interpreted as indicating that the blow would fall on Rumania.

The mention that General von Falkenheyn is commanding on the Transylvanian border seems to show that the onslaught for which the Germans have doubtless been accumulating guns and supplies has already begun.

The straightest line of advance from Hungary to Rumania lies though Hermannstadt, and Rotenturn Pass is one of the two main gateways of the Transylvanian Alps.

A Rumanian communiqué has been prompt and frank in admitting a reverse but it confutes the German assertion that the retreat of the Rumanians has been cut off.

It is evident that the Rumanians fought with desperate valour to extricate themselves from a difficult position. They will be nerved to supreme exertions by the sinister warning conveyed in a sentence in the German communiqué which says: "The German troops fought with great fierceness when they learned that the covetous Rumanians murdered the wounded."

This, like the falsehood against the British which was a prelude to the use of poison gas, clearly indicates the most savage warfare against the Rumanians.

Apart from hatred of Rumania, it is clearly in the German interest to secure the Rumanian grain and the road to the East.

THE SOMME REGION.

BRITISH CENTRE ATTAIN OBJECTIVE.

LONDON, Oct. 2.

General Sir Douglas Haig reports:—

This afternoon our Centre attacked and captured the whole of our objective on a front of 3,000 yards between East of Eaucourt-Albert-Bapaume road and North-east of the Destremont farm, Eaucourt is reported to be in our hands.

In to-day's action the new armoured cars rendered valuable work in clearing the enemy trenches behind the infantry.

Our artillery effectively bombarded Transloy, an ammunition dump was blown up and two enemy aerodromes were successfully bombed yesterday. At least one machine was destroyed.

Four enemy machines were brought down in the air fighting over our front. One of our machines is missing.

Further east we pushed our posts well beyond our original front.

So far 300 prisoners have been taken.

Our casualties are small.

Enemy troops with transport were repeatedly attacked from the air by machine-guns and several hundred infantry were dispersed.

BRITISH TOLL ON THE SOMME AND ANCRE.

Since the 18th September we have taken between the Ancre and the Somme 24 field-guns and six howitzers, and since the 1st July we have captured 588 officers and 26,147 men.

FRENCH CAPTURE TRENCHES.

PARIS, Oct. 2.

A communiqué states:—There were minor successful operations on the Somme front, resulting in the capture of trenches at Raucourt and Morval.

Enemy attacks in Champagne in the region of Butte Mesnil were effectively prevented by a barrage fire.

GERMANY'S "FLYING RESERVES."

LONDON, Oct. 2.

Reuter's Correspondent at the French Headquarters reports that, having no strategic reserve, the Germans are forced to hurl their unhappy soldiers from one battlefield to another without proper time for rest. Pushing this method to the utmost the enemy seems able to keep a sort of flying reserve of a dozen Divisions, appearing now on the Somme, now at Verdun, and now in Galicia; but it appears that Austria and Germany has actually a reserve of no more than three Divisions each, compared with Germany's eight on the Western Front alone prior to Verdun.

DIPHTHERIA—HOW IT MAY BE AVOIDED

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of

ANOTHER ZEPPELIN RAID ON ENGLAND.

AIRSHIP DESTROYED NEAR NORTH LONDON.

LONDON, Oct. 2.

An official announcement states:—

Hostile airships crossed the East Coast between nine o'clock and midnight. A few bombs were dropped near the coast, but no damage has been reported. The raid continues.

Some of the airships appeared in the vicinity of London, where they were engaged by the anti-aircraft guns.

It has just been reported that an airship has been brought down in flames in North London.

LATER.

The night was starry and very clear, and the Zeppelin was caught by the searchlights at midnight. A moment later the airship burst into flames and fell slowly to earth, lighting up the country for miles.

The Zeppelin's downfall was greeted with cheers by thousands of spectators.

Four bodies and a machine-gun have been recovered.

The Zeppelin fell in several parts, the major portion being impaled on a tree.

The destroyed airship is apparently of the large modern type.

A flame was observed in the sky, and this grew into a tremendous conflagration.

The Zeppelin was burning from end to end, and the framework could be seen to be white-hot against the black sky.

The doomed raider dipped perpendicularly, the crowds singing "God Save the King."

The sound of distant firing heralded the approach of the raider, and the population in the neighbouring districts turned out in the streets.

OPERATIONS IN EAST AFRICA.

THE CAPTURE OF TABORA BY THE BELGIANS.

LONDON, Oct. 2.

A Belgian official communiqué states:—General Tombeur reports that at the capture of Tabora the enemy left 50 Europeans and nearly 300 natives dead.

A hundred officers and non-coms and numerous natives were made prisoner. Four guns were taken.

On entering the town the Belgians released 189 European prisoners of war or interned persons, of whom 103 were British, and 35 missionaries, of whom 30 were French.

DEPOSITION OF AN EMPEROR.

ALLIES' DIPLOMATIC SUCCESS.

ROME, Oct. 2.

At a meeting of the Italian Cabinet Baron Sonnino announced that the deposition of the Abyssinian Emperor was a diplomatic victory of the Allies over the German schemes abroad.

WAR CHARITIES.

The Hon. Mr. E. R. Hallifax, Hon. Secretary, War Charities Committee, informs us that one telescope contributed by "Anonymous," Hongkong, and one pair binoculars contributed by Mr. A. Nichol, C. M. Customs, Kowloon, are now to be added to the list of glasses received and forwarded to the Lady Roberts Field Glass Fund.

The total now stands:

One Stand Telescope
Twelve Hand Telescopes
Thirty-nine Binoculars
Donation of $75.00

THE STRAITS SETTLEMENTS WAR LOAN.

A draft of the Straits Settlements War Loan Ordinance has been published in the Government Gazette of the Colony.

The "objects and reasons" state:—

"This Bill is designed to further the Appeal to all Britons Overseas by making provision for enabling every person in the Colony to lend every spare penny to the Imperial War Loans.

"The Bill authorises the Governor to raise money by issuing Straits Settlements War Bonds in denominations of $100, $500 and $2,000, bearing interest at 5 per centum per annum payable half-yearly on April 5 and October 5 and repayable at par on October 5, 1921, and to invest the moneys so raised in Exchequer Bonds or other securities issued by His Majesty's Government for the purpose of raising money to carry on the present war."

Including the squadron of 14 battleplanes presented by the Sultan of Johore, the people of the Malay Peninsula have presented 40 aeroplanes to the British Army since the outbreak of the war.

Truth says that Emperor Francis Joseph is in a very feeble state, dangerously weak and dreadfully depressed. His physicians have wanted him to go to Schönbrunn, where he has been accustomed for two years to spend autumn, but he prefers to remain on the Styrian Alps or in Wallsee in Lower Austria. But the reports of Lemberg, Vienna and Budapest that he may die at any moment

RUMANIA'S DECLARATION OF WAR.

TEXT OF THE NOTE.

The following is the text of the Note presented to Austria-Hungary by the Rumanian Government:—

The Alliance concluded between Germany, Austria-Hungary and Italy had, according to the declarations of the Governments themselves, only an essentially conservative and defensive character; its principal object was to guarantee the Allied countries against any attack from outside and to consolidate the state of things accepted by previous treaties.

It was with the desire to harmonize her policy with these pacific tendencies that Rumania joined this alliance. Devoted to the work of her internal reconstruction, and faithful to her firm resolution to remain in the region of the Lower Danube an element of order and of equilibrium, Rumania has not ceased to contribute to the maintenance of peace in the Balkans.

The last Balkan wars, by destroying the status quo imposed upon her a new line of conduct. Her intervention hastened peace and restored equilibrium. For herself, she was satisfied with a rectification of frontier which gave her greater security against an aggression, and which at the same time repaired the injustice committed to her detriment at the Berlin Congress. But, in the pursuit of this end, Rumania was disappointed to observe that she did not meet from the Cabinet of Vienna the attitude which she was entitled to expect.

EXAMPLE OF ITALY.

When the present war broke out Rumania, like Italy, declined to associate herself with the declaration of war by Austria-Hungary, of which she had received no previous notice from the Cabinet of Vienna. In the spring of 1915 Italy declared war on Austria-Hungary; the Triple Alliance no longer existed.

The reasons which had determined the adherence of Rumania to this political system disappeared. At the same time, instead of a grouping of States seeking by common effort to work in agreement in order to assure peace and the maintenance of the situations de facto and de jure created by treaties, Rumania found herself in the presence of Powers making war with the very object of transforming from top to bottom the old arrangements which had served as a basis for their Treaty of Alliance. The profound changes were for Rumania an evident proof that the object which she had pursued in adhering to the Triple Alliance could no longer be attained and that she must direct her views and her efforts towards new paths, the more so as the work undertaken by Austria-Hungary assumed a character threatening the essential interests of Rumania as well as her most legitimate national aspirations.

In the presence of so radical a modification of the situation created between the Austro-Hungarian Monarchy and Rumania, the latter resumed her liberty of action. The neutrality of the Royal Government, imposed upon itself in consequence of a declaration of war made without reference to its will and contrary to its interests, had been adopted, in the first instance, as the result of assurances given at the outset by the Imperial and Royal Government that the Monarchy, in declaring war upon Serbia, had not been inspired by a spirit of conquest and that it was in no way aiming at territorial acquisitions.

These assurances have not been realised. To-day we find ourselves confronted by situations de facto from which may arise great territorial transformations and political changes of a character constituting a grave menace to the security of the future of Rumania. The work of peace which Rumania, faithful to the spirit of the Triple Alliance, had endeavoured to accomplish has thus been rendered fruitless by those very Powers who were called upon to support and defend it.

THE PRINCIPLE OF NATIONALITY.

In adhering in 1883 to the group of the Central Powers Rumania, far from forgetting the ties of blood uniting the populations of the Kingdom with the Rumanian subjects of the Austro-Hungarian Monarchy, had seen in the relations of friendship and alliance which were established between the three Great Powers a precious pledge for her internal tranquillity, as well as for the amelioration of the lot of the Rumanians of Austria-Hungary. In fact Germany and Italy, who had reconstituted their States on the basis of the principle of nationality, could not but recognize the legitimacy of the foundation on which their own existence rested. As for Austria-Hungary, she found in the friendly relations established between herself and the Kingdom of Rumania assurances for her tranquillity, both in her interior and on our common frontiers, for she was well aware to what an extent the discontent of her Rumanian population found an echo amongst us, threatening every moment to trouble the good relations between the two States.

The hope which we had based from this point of view upon our adhesion to the Triple Alliance was deceived for a period of more than 30 years. The Rumanians of the Monarchy not only have never seen a reform introduced of a nature to give them the semblance of satisfaction, but they have, on the contrary, been treated as an inferior race and condemned to suffer the oppression of the foreign element which constitutes to its profit that a minority in the midst of the various nationalities of which the Austro-Hungarian State is composed. All the injustices which our brothers were thus made to suffer maintained between our country and the Monarchy a continual state of animosity which the Governments of the Kingdom have succeeded in appeasing at the cost of great difficulties and of numerous sacrifices.

When the present war broke out it might have been hoped that the Austro-Hungarian Government, at the eleventh hour, would, by granting their just claims to the Rumanians of Austria-Hungary, have succeeded in assuring to the Monarchy the active support of Rumania. But the Austro-Hungarian Government, which had refused to take into consideration the most moderate claims of the Rumanians, has not even answered the last Memorandum presented to it by the Rumanian Minister at Vienna. Not only has it not answered it, but it has not even deigned to open any discussion upon the subject. Not only has it not deigned to open any discussion upon the subject, but it has not even deigned to open any discussion upon the subject.

An Unhygienic Mouth is a standing menace to health.

PYORRHOCIDE POWDER

promotes oral hygiene by correcting many conditions of an incipient pyorrheal nature. It is medicated with Dentinol thus establishing its value in the treatment of *soft, bleeding, spongy gums*. PYORRHOCIDE retards the accumulation of salivary calculus, one of the principal causes of

PYORRHEA (Rigg's Disease)

Correct and prevent pyorrheal conditions by using PYORRHOCIDE regularly every day as a dentifrice. PYORRHOCIDE is a *tooth and mouth cleanser* of high efficiency and is soothing and healing to the oral tissues.

QUEEN'S DISPENSARY
Harper & Co., Ltd.
31 QUEEN'S ROAD, CENTRAL. HONG KONG.

THE ONLY EXCLUSIVE ENGLISH TAILORS IN THE COLONY.

Diss Bros

No. 1, WYNDHAM ST. (Flowers Street). ESTABLISHED 1868

TO THE ARCHITECT AND TO THE ENGINEER.

"An ounce of demonstration is worth a pound of theory."

We DEMONSTRATE with

"MALTHOID"

and we invite the Profession and others interested not only to witness our demonstrations, but to bear witness that "the results justify the claims made both as to material and methods of roof construction."

CHEAP! CLEAN! WATERPROOF! "MALTHOID" LIGHT! SAFE! ANTIPROOF!

Agents, BRADLEY & Co., Ltd., HONGKONG.

SALT REVENUE RETURNS.

RECEIPTS EXCEED ESTIMATES.

According to the Returns of the Salt Administration the total receipts from Salt Revenue for the 1st and 2nd quarters this year (commencing from the 1st of January, to the 30th of June) greatly exceed the amounts originally estimated in the Budget. The figures of the Budget for the current year were estimated at $34,701,365, but the receipts for the first two quarters in the Returns amount to $51,820,000, and it is expected that the receipts for the second half year will be still better. The following is the list of the estimated amounts of salt consumed in the various districts:—

Chekiang	1,750,000 piculs
4 Eastern Provinces	2,395,000
Shangtung	980,000
Liang Hwai	3,875,000
Ho Tung	500,000
Liang Che	695,000
Fokien	1,000,000
Hwai Peh	910,000
Sung Kiang	535,000
Szechuan	900,000
Kiang Kiang	1,300,000
Hupeh and Anhui	1,220,000
Yunnan	290,000
Ichang and Shasi	515,000
Total	18,950,000

USE OF WAR FACTORIES AFTER THE WAR.

DYES AND CHEMICALS IN FRANCE.

Mr. H. Warner Allen, the representative of the Briton's press with the French army, writes:—

Before the war the French chemical industries, both those concerned with pharmaceutical products and colouring matters, had suffered severely from German competition, thanks to the perfected organisation of the German trusts. Fresh hope had been given to the French manufacturers by the multiplication of the war factories, all of them provided with experimental laboratories. All the material which have been constructed for the preparation of acids, has produced powder and explosives, all required for warlike purposes, can, as soon as peace is certain, be easily transformed into works that will make artificial perfumes, photographic materials, pharmaceutical products and toilet specialties, and organic chemical dyes. The same engineers and the same workmen who now are employed making smokeless powder, melinite, and trinitrotoluol will be able to produce in the same works and with the same machines artificial silk, dye-stuffs, aniline.

With a view to putting the industry on a firm basis, a number of powerful associations have been formed, and the Government has given them its support. Thus the Comptoir National des Matières Colorantes et Produits Chimiques, which has been founded with a capital of 10,000,000 francs, has received from the Government a subsidy of 1,000,000 francs, and the Government has also given a subsidy of 1,000,000 francs to the Société Générale des Matières Colorantes, which has been founded with a capital of 5,000,000 francs.

REUTER'S REPORT.

There is a widely spread legend in England, too (writes Mr. Frederick Palmer in the *Daily Chronicle*), that Reuter's Agency is a branch of the British Government. Reuter's is a private concern, and its correspondents are under no more official control than those of the Associated Press of America. Reuter's has a reputation for accuracy which is the result of years of honest effort. Its correspondents are not allowed to write anything but the truth, and they are not allowed to write anything but the truth.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named :—

For	Steamers	To Sail	Remarks.
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	SARDINIA Capt. J. T. JEFFERY,	Noon 6th Oct.	Direct Service.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE Capt. D. ASBURY,	about 10th Oct.	Direct Service.
LONDON & BOMBAY via SPORE, PENANG, CBO, PORT SAID AND MARSEILLES	NOVARA Capt. H. R. HETHERINGTON, R.N.R.	Noon 20th Oct.	Connecting at Colombo with Mail Steamer *Morea*.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA Capt. J. GAUNT, R.N.R.	about 22nd Oct.	Direct Service

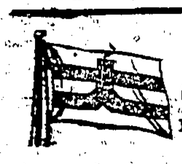
Wireless on all steamers. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world, and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. FARR,
Acting Superintendent.

P. & O. S. N. Co's. Office,

O. S. K.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

‡S.S. "HAWAII MARU".....Capt. Saito.....Friday, 13th Oct., at 3 p.m.

‡ Omitting Shanghai and Moji.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWETTENHAM, PENANG AND COLOMBO.

S.S. "LUZON MARU".....Tuesday, 10th Oct. at 7 a.m.

JAVA LINE. For MANILA, SANDAKAN, MACASSAR, SAMARANG, SOURABAYA & BATAVIA.

S.S. "SHIBETORO MARU"...Capt. S. Yamane...Sunday, 29th Oct., at Noon.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.

†S.S. "JOSHIN MARU | Capt. T Norushima Wednesday, 4th Oct., at 9 a.m.
†S.S. "KAIJO MARU".....Capt. Murakami.....Sunday, 8th Oct., at Noon.

† Calling at Tamsui, Keelung via Swatow and Amoy.

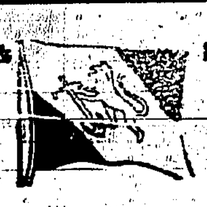
These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO :—

H. YAMAUCHI, *Manager.*

TEL. Nos. 744 & 745. No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.



MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamers	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
EASTERN	18th September.	11th Oct., at 4 p.m.
ST. ALBANS	31st October.	10th Nov., at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

From Hongkong:	Connecting with	From Colombo

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "SALAMIS" from Hongkong 30th November.

For Rates of Freight apply to THE HANK LINE, LIMITED.
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Buckall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS TO UNITED KINGDOM & CONTINENT.

For	Steamer	Sails
LONDON	"CITY OF MEDINA"	On 15th October.

Steamer proceeds via Suez Canal or Cape and Good Hope as Cargo offers.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
MANILA, CEBU & ILOILO	TSAY	Oct. 4, at 3 p.m.
SHANGHAI	SHANTUNG	Oct. 5, at 4 p.m.
CHEFOO & NEWCHWANG	CHIHLI	Oct. 5, at 4 p.m.
SWATOW & SINGAPORE	KANCHOW	Oct. 6, at Noon.
HAIPHONG	KAIFONG	Oct. 7, at 10 a.m.
SHANGHAI	YINGCHOW	Oct. 8, Daylight.
TIENTSIN	KUTCHOW	Oct. 10, at Noon.
SHANGHAI	CHENAN	Oct. 10, at 4 p.m.
MANILA, CEBU & ILOILO	CHINHUA	Oct. 10, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'

☞MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming' & 'Tean.' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming,' and 'Tean.'

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui,' 'Chenan,' 'Luchow,' 'Yingchow,' 'Shantung' and 'Sinkiang,' with excellent accommodation. Electric Light and Fans in Saloon and State-rooms. maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail.
†SHANGHAI via SWATOW & FOOCHOW	CHOYSANG ....WEDNESDAY,	Oct. 4, Daylight.
SINGAPORE, PENANG & CALCUTTA	YATSHING.....THURSDAY,	Oct. 5, at Noon.
*WEIHAIWEI & TIENTSIN	CHEONGSHING...FRIDAY,	Oct. 6, Daylight.
MOJI & KOBE	HOPSANG.....FRIDAY,	Oct. 6, Daylight.
HOIHOW & HAIPHONG	LOKSANG .....FRIDAY,	Oct. 6, at 7 a.m.
†SHANGHAI	WINGSANG ....SATURDAY,	Oct. 7, Daylight.
SINGAPORE, PENANG & CALCUTTA	NAMSANG .....SATURDAY,	Oct. 7, at Noon.
* MANILA	LOONGSANG...SATURDAY,	Oct. 7, at 3 p.m.
*WEIHAIWEI & TIENTSIN	CHIPSHING...TUESDAY,	Oct. 10, Daylight.
‡ SANDAKAN	HINSANG .....TUESDAY,	Oct. 10, at Noon.
* MANILA	YUENSANG....SATURDAY,	Oct. 14, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers *Kutsang, Namsang, Laisang & Fookang* leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the *Yatshing, Kumsang* leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

TELEPHONE No. 215.

R.M.S.P.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

For	Steamer	Date of Departure.

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for Passengers, and are fitted with all modern improvements and carry a duly qualified Surgeon.

For further particulars apply to

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

Steamship	Captain	Leaving.
HAITAN	Capt. J. S. Thomson.....	SUNDAY, 8th Oct. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Tons & Speed.	Leave Hongkong.
TENYO MARU	22,000-21 knots	Wed., 4th Oct. at Noon.
† NIPPON MARU	11,000-15 knots	Tues., 17th Oct. at 10.30 a.m.
SHINYO MARU	22,000-21 knots	Wed., 1st Nov. at Noon.
‖ § PERSIA MARU	9,000-14 knots	
*KWANTO MARU	8,000-12 knots	
		Leave Kobe.
SIBERIA MARU	18,000-18 knots	Thu., 5th Oct. at Noon.
		Leave Nagasaki.
KOREA MARU	18,000-18 knots	Fri., 17th Nov. at Noon.

‡ Proceeding to South American Ports. † Via MANILA, Omitting Shanghai
* Cargo only. ‖ Honolulu § Omitting Manila and Shanghai.

FIRST CLASS to London	£71-10.	Return (6 months)	£120.
" " New York	£80.	" "	£96-10
" " San Francisco	£45.	" "	£66.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso,

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.	Tons & Speed.	Sailing.
SEIYO MARU	14,000-13 knots	Thurs., 9th Nov. at Noon.

For full particulars as to Passage and Freight apply to

T. DAIGO *AGENT.*

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination.	Steamers.	Displacement	Sailing Date.
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN AND TENERIFFE	§ KITANO MARU, Capt. Cope,	Tons 16,000	THURSDAY, 5th Oct. at Noon.
	§ FUSHIMI MARU, Capt. Irizawa,	Tons 21,000	THURSDAY, 19th Oct. at Noon.
VICTORIA, B.C. & SEATTLE Via SHANGHAI MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA	§ SHIDZUOKA MARU, Capt. Noma,	Tons 12,000	WEDNESDAY, 11th Oct., at Noon.
	§ KAMAKURA MARU, Capt. Kawajima,	Tons 12,500	TUESDAY, 31st Oct., at Noon.
SYDNEY AND MELBOURNE, Via MANILA, TOWNSVILLE AND BRISBANE	§ NIKKO MARU, Capt. Takeda,	Tons 9,800	FRIDAY, 13th Oct. at 4 p.m.
	§ AKI MARU, Capt. Yoshikawa,	Tons 13,500	TUESDAY, 14th Nov. at 11 a.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON.	COLOMBO MARU, Capt. Nomura,	Tons 10,000	FRIDAY, 20th Oct.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	BOMBAY MARU, Capt.	Tons 8,000	SUNDAY, 15th Oct.
NAGASAKI, KOBE & YOKOHAMA	§ AKI MARU, Capt. Yoshikawa,	Tons 13,500	FRIDAY, 13th Oct. at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	§ KAGA MARU, Capt. Tozawa,	Tons 13,500	MONDAY, 9th Oct. at 10 a.m.
SHANGHAI, MOJI & KOBE	§ RANGOON MARU, Capt. Kobayashi,	Tons 8,000	SUNDAY, 15th Oct.
SHANGHAI & KOBE	§ KIKUN MARU, Capt. Sasaki,	Tons 8,000	THURSDAY, 5th Oct.

EASTBOUND NEW YORK LINE via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON	TSUYAMA MARU,	Tons 14,000	SATURDAY, 21st October.

For further information apply to

SHIPPING

P. & O. S. N. Co.

STEAM FOR STRAITS COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *SARDINIA*, Captain J. T. JEFFERY, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 6th October, 1916, at Noon, taking Passengers and Cargo for the above ports. The S.S. *Sardinia* will proceed through to Port Said, Marseilles and London.

Silk and Valuables for Bombay (under arrangement) will be transhipped at Colombo into a steamer of the P. & O. S. N. Co. or R.I.S.N. Co.

Parcels will be received at this Office until 1 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. FARR,
Acting Superintendent.

Hongkong, Sept. 25, 1916.

AMERICAN & MANCHURIAN LINE.

For BOSTON AND NEW YORK VIA PANAMA CANAL.

THE Steamship "NEWBY HALL", will be despatched for the above ports on FRIDAY, 20th October, 1916.

For freight and further particulars apply to

THE HANK LINE LIMITED.
General Agents.

Hongkong, Sept. 23, 1916. 1078

NOTICES TO CONSIGNEES

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP *PATHAN*.

FROM LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of HOLT'S WHARF at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October, will be subject to rents.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th October, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 3rd October, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, Sept. 27, 1916. 1080

TOYO KISEN KAISHA.

FROM SAN FRANCISCO Via HONOLULU, JAPAN PORTS AND MANILA.

THE Steamship "TENYO MARU" The above named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on THURSDAY, 28th Sept. 4 P. Noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godowns. Storage charges will be assessed on all Cargo remaining undelivered on MONDAY, 2nd Oct. at 6 P.M.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged Cargo will be landed into the Company's Godown, where they will be examined on 5th Oct. at 10 A.M.

No Claims will be recognised if filed after the 17th Oct., 1916.

T. DAIGO,
Agent.

Hongkong, Sept. 27, 1916. 1077

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

中字日報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA

AND THE LATEST LOCAL NEWS.

OFFICE: No. 14, DES VOEUX ROAD CENTRAL.

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo.	Due at Marseilles 1916.	Due London 1916.
SARDINIA ...	Oct. 6	Through Steamer	Nov. 9	Nov. 20
NOVARA ...	Oct. 20	* MOREA	Nov. 13	Nov. 26
NORE ...	Nov. 3	Through Steamer	Dec. 6	Dec. 17
NYANZA ...	Nov. 17	* MONGOLIA	Dec. 17	Dec. 24, 1917
MALTA ...	Dec. 1	* MALWA	Dec. 31, 1917	Jan. 7
NANKIN ...	Dec. 15	Through Steamer	Jan. 17	Jan. 28
NOVARA ...	Dec. 29	Through Steamer	Jan. 31	Feb. 11
SOMALI ...	Jan. 12	* KASHGAR	Feb. 12	Feb. 19
NYANZA ...	Jan. 26	Through Steamer	Feb. 28	Mar. 11
NAMUR ...	Feb. 9	* ARABIA	Mar. 11	Mar. 18

* Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NORE ...	TUESDAY, 10th October.
NYANZA ...	SUNDAY, 22nd October.
MALTA ...	MONDAY, 6th November.
NANKIN ...	SUNDAY, 19th November.
NOVARA ...	SATURDAY, 2nd December.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transhipment)

IN ADDITION TO THE ABOVE MAIL STEAMERS,

WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID,

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Leave H'kong. about	Leave S'pore. about	Due at M'seilles, if calling about	Due London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Passage Tickets Interchangeable with the British India Co.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR,
Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA, & HONOLULU.

NOVEMBER 11 - JANUARY 18.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Prince's Buildings, Freight and Passenger Agent, Ice House Street.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND 'APCAR LINES.

Proposed Sailings from Hongkong.

teams: from Hongkong.	on or about	Connecting at Calcutta with	On or about

For Freight and further particulars apply to

DODWELL & CO., LTD., *Agents.*

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

	Sails on or about
S.S. BANRI MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	10th Oct.
S.S. HOKUTO MARU, For Moji, Kobe & Yokohama	10th Oct.
S.S. BORNEO MARU, For Batavia, Cheribon, Samarang, Sourabaya, ...	
S.S. HIOKUN MARU, For Moji, Kobe & Yokohama	29th Oct.

For Freight or Passage apply to

DODWELL & CO. LTD. *Agents.*

METAL TRADE COMBINES.

£130,000,000 CAPITAL OF 55 ASSOCIATIONS.

MERCHANTS IN REVOLT.

Evidence accumulates with regard to the widespread network of combinations in the metal trades.

Facts have been presented in these columns with regard to the National Light Castings Association, a body which supplies a large variety of manufactured articles. This is but one out of scores of combines which cover a great part, if not the whole, of the metal trade. There are for instance, the Nail Makers' Association, with a capital of about £1,000,000, and the Tube Association, with a capital of at least £6,000,000, and the Corrugated Iron Association, with a capital of £3,000,000.

Some big iron and steel merchants in London will have nothing to do with combine methods, and refuse to acquiesce in their inflation of prices. One of these firms, and possibly others also, are able to import metal goods from America and to sell them here at considerably below combine prices. The following are materials each of which has its own British combine:—

Cut nails.	Screws
Continuous hoops.	Tubes.
Heavy hoops.	Wire.
Iron and steel bars.	

UNDERSOLD BY OUTSIDE FIRM.

Fifteen per cent. below combine prices is the quotation of one of the largest outside firms for these articles, and they make their legitimate profit on the transactions. Although they may not adopt combine methods, it is as well to put on record the names of the combinations concerned in the metal industries. They are the following Associations:—

Gas Strip.	Glazed and Floor
Nail Makers.	Tile Mftrs.
National Light	Iron Hoop Mftrs.
Castings.	Midland Lock and
Yellow Metal	Latch.
Bedstead Mount	Plane Mftrs.
Mftrs.	Scottish Iron Mftrs.
Brass M't Masters.	Square Brass Tube.
Gvanised H'lowware	Stair Rod.
Brazed Brass Tube.	Welded Boiler.
British Tube M'k'rs.	Earthenware Pipe.
C.I. Hollowware.	Galvanised Cowl.
Cased Tube.	Bar Iron and Steel.
M'factured Copper.	Garden Rollers and
Corrugated Iron.	Mftrs.
Wire Netting.	Iron and Steel Wire.
Bedstead Mftrs. Fed.	Mftrs.
Bedst'd Angle Mftrs.	Lead Mfters.
Black Hollowware.	Patent Hinge Mftrs.
Brass Wire.	Cistern Makers.
British Tube.	Scottish Steel Mftrs.
Chain Mftrs.	Seamless Steel Tube
Close Joint Iron and	Tinned Sheet Mftrs.
Steel Tube.	Whitelead Mftrs.
Welded Tube.	Screw Mftrs.
Wire Rod Rolling.	Steel Rail.

The point about this list is the enormous capital which it collectively represents. An average of £3,000,000 for each society will not err on the side of exaggeration. This means that the above combinations altogether represent a capital of not less than £130,000,000.

FIGHTING THE ASSOCIATIONS.

In the current issue of the "Hardware Trade Journal" appears a letter from a London metal merchant, Mr. Percy G. Donald, who writes in reference to the Government Committee of Inquiry:—

"That gentlemen so prominently identified with the creation of combines should now be appointed to the committee seems to me a grave scandal, and is a step hardly calculated to get the right kind of evidence and one which will undoubtedly discredit the eventual findings of such a biased body. I have now given, through my firm and in connection with some trade colleagues, four years to fighting many of these combines by the only effective means in our power—that is by selling the goods which they control at well below their prices. That this should be possible is surely sufficient evidence that there is something rotten in either our manufacturing or our combine system, or perhaps both."

Mr. Percy Donald sends to the trade journal a copy of the letter he has addressed to the Board of Trade refusing to give evidence before the Committee. He refuses because to him it appears to consist entirely of members (outside the Labour representatives) "whose interests have been bound up in the combine movement. Two individuals have been prominently identified with the Castings combine and the Corrugated Iron combine. A close study of the other three finds them so interwoven by cross directorates in various steel companies which many look upon as competing concerns as in fact to mean the appointment of three gentlemen whose policy could be equally well represented on the Committee by one."

WAR HISTORY IN PICTURES.

MR. MUIRHEAD BONE GOES TO THE FRONT.

BATTLE-HAVOC SCENES TO BE RECORDED.

An appointment of very wide interest, the *Daily Chronicle* understands, has just been made in connection with the preparation of historical records of the war. Mr Muirhead Bone has been appointed to make a series of drawings at the front and elsewhere of the extraordinary effects of the war—the destruction of historic buildings, the mighty mechanisms which have been created for its prosecution, the astounding operations of excavation and construction, and the thousand different variations of effort by which the offensive of our Army of millions is being carried out.

Mr Bone is now a commissioned officer on the staff and is already at the front. The reputation of his work is already established in the world. One of the features in the Leipzig Exhibition, which was about to open at the beginning of the war, was a representative series of his etchings, which at the moment are still treasured in Germany.

A notable feature of his art is his pictures of the demolition of buildings. One of his best-known etchings, which made a notable figure at Christies, is a view of Charing Cross Railway Station after the collapse of its roof. He will now have an opportunity to record the deliberate horrors of destruction which have been wrought by the German guns on the famous buildings in Flanders and Northern France.

FOR THE BRITISH MUSEUM.

We understand that the drawings will become the property of the British Museum, but there are many other ways by which the value of their public service can be increased.

Mr Bone, who was born in Glasgow, is a member of the New English Art Club and of the Society of Twelve, which is a body of the most distinguished draughtsmen of the nation.

The Government have taken a right course in making this appointment, and it will be confirmed by the artistic as well as the general public. We would suggest that the Government might go further and avail themselves of the services of Mr. Augustus John, our greatest figure-draughtsman, to record the illustrious soldiers who are conducting our forces in this our greatest war, and also to record some of the numberless heroes of the rank and file whose deeds are registered in the short summaries that are published with the conferring of the V.C. and D.C.M.

Mr John has that intimate grasp of character of ordinary idiosyncratic and strong-nerved men as he has shown in drawings that are treasured in State galleries all over the world, and it would be a grave want of foresight if our authorities did not (as they have so well done in the case of Mr Muirhead Bone) unite the man and his mission at the moment when his mission is that of the nation.

NO MINISTER OF COMMERCE.

Mr Asquith made an interesting reply recently to Sir E. Cornwall, who asked whether it was intended to appoint a Minister of Commerce.

The Prime Minister said steps were being taken to redistribute the work at the Board of Trade so as to enable it to deal with the new economical conditions. He did not think that this object would be furthered by a multiplication of ministers.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australia Ports, &c.	Eastern	Gibb Livingston & Co.	Oct. 10, at 11 a.m.
Australia Ports, &c.	St. Albans	Gibb Livingston & Co.	Nov. 10, at 11 a.m.
B'bay, v. S'pore & C'bo	Luzon Maru	Osaka Shosen Kaisha	Oct. 10, at 7 a.m.
B'bay v. S'pore & C'bo	Bombay Maru	Nippon Yusen Kaisha	Oct. 15.
Batavia, Samarang, &c	Banri Maru	Dodwell & Co, Limted	Oct. 10.
Boston & New York	Newby Hall	The Bank Line, Ld.	Oct. 20.
Honolulu via Japan &c	Seiyo Maru	Toyo Kisen Kaisha	Nov. 9, at Noon.
Holbow & Haiphong	Loksang	Jardine, M'son Co., Ld.	Oct. 6, at 7 a.m.
London	City of Manila	The Bank Line, Ld.	Oct. 15.
London v. S'pore &c.	Sardinia	P. & O. S. N. Co.	Oct. 6, at Noon.
London v. S'pore &c.	Novara	P. & O. S. N. Co.	About Oct. 20.
London & S'pore &c.	Kitano Maru	Nippon Yusen Kaisha	Oct. 5, at Noon
London v. S'pore &c.	Fushimi Maru	Nippon Yusen Kaisha	Oct. 19, at Noon.
Manila	Loongsang	Jardine, M'son Co., Ld.	Oct. 7, at 3 p.m.
Manila	Yuensang	Jardine, M'son Co. Ld.	Oct. 14, at 3 p.m.
Manila, Cebu & Iloilo	Chinkua	Butterfield & Swire.	Oct. 10, at 4 p.m.
Manila, A'tralian Ports	Changsha	Butterfield & Swire.	Oct. 7.
Moji, Kobe & Y'hama	Hokuto Maru	Dodwell & Co. Ltd.	Oct. 10.
N'kat Kobe & Y'hama	Aki Maru	Nippon Yusen Kaisha	Oct. 12, at 10 a.m.
New York v. Japan &c	Tsuyama Maru	Nippon Yusen Kaisha	Oct. 21.
San Francisco v. Japan	Ecuador	Pacific Mail S. S. Co.	Oct. 4.
San F'cisco v. Japan	Tenyo Maru	Toyo Kisen Kaisha	Oct. 4, at Noon.
San Francisco v. Japan	Nippon Maru	Toyo Kisen Kaisha	Oct. 17, 10.30 a.m.
San F'cisco, v. Japan	Shinyo Maru	Toyo Kisen Kaisha	Nov. 1, at Noon.
San F'cisco v. N'saki	China	China Mail Co., Ltd.	Nov. 11.
Shanghai	Wingsang	Jardine, M'son Co. Ld.	Oct. 7, Daylight.
Shanghai	Choysang	Jardine, M'son Co. Ld.	Oct. 4, Daylight.
Shanghai	Shantung	Butterfield & Swire.	Oct. 5, at 4 p.m.
Shanghai	Yingchow	Butterfield & Swire.	Oct. 8, Daylight.
S'hai & Japan Ports	Nelsus	Butterfield & Swire.	Oct. 4.
S'hai & Japan Ports	Nore	P. & O. S. N. Co.	Oct. 10.
S'hai & Japan Ports	Nyanza	P. & O. S. N. Co.	Oct. 22.
S'hai, Moji & Kobe	Rangoon Maru	Nippon Yusen Kaisha	Oct. 15.
S'hai, Kobe & Y'hama	Kaga Maru	Nippon Yusen Kaisha	Oct. 9, at 10 a.m.
S'hai & Kobe	Kirin Maru	Nippon Yusen Kaisha	Oct. 5.
S'pore, P'ang & Ca'Pts	Yatching	Jardine, M'son Co. Ld.	Oct. 5, at Noon.
S'pore, P'ang & R'goon	Celebes	Nippon Yusen Kaisha	Oct. 20.
Sandakan	Hinsang	Jardine, M'son Co. Ld.	Oct. 10, at Noon.
S'tow, Amoy & F'chow	Haitan	Douglas Lapraik & Co.	Oct. 8, at Noon.
Swatow, M'bourne &c.	Nikko Maru	Nippon Yusen Kaisha	Oct. 19, at 4 p.m.
S'pore, Manzanza &c.	Saturnia	The Bank Line, Ltd.	Nov. 20.
Vict. B.C. Seattle &c.	Shidzuoka Maru	Nippon Yusen Kaisha	Oct. 11, at Noon.
Vict. B.C. Seattle &c.	Kamakura Maru	Nippon Yusen Kaisha	Oct. 31, at Noon.
Victoria, Tacoma & Japan	Hawaii Maru	Osaka Shosen Kaisha	Oct. 12, at 2 p.m.
Wellington, Auckland	Changsha	Jardine, M'son Co. Ld.	Oct. 6, Daylight.

VISITORS AT THE HOTELS.

HONGKONG HOTEL.

Mr G. E. Anderson	Mr F. H. Howard
Dr E. Andrew	Mr C. Howitt
Mrs A. L. Andrew	Mr & Mrs R. Hunter
Mr J. M. Armstrong	Mr W. D. Jones
Mr R. L. Atkinson	Mr E. M. Joseph
Mr and Mrs F. T. Austin.	Miss E. Joyner. Mrs F. O. Keiller &
Mr H. Murry Bain	2 children
Mr J. H. Baring	Miss H. V. Keith
Mr. W. L. L. Barker	Mr J. F. Kemp
Mr and Mrs. H. A. Baxter and child	Mrs E. Kirkpatrick Dr A. T. Knodore.
Mrs E. R. Bellilios	Capt. R. Larsson
Mr C. D. J. Bell	Mr & Mrs C. Laurit
Mr & Mrs Bergman sen. and children	Mr H. D. Law
Mr & Mrs H. C. Besth	Mr O. Lied
Mr S. T. Bettings	Mr S. Longfield
Mr T. H. Bettingen	Major D. Macdonald
Mr F. A. Betts	Dr G. W. Mackean
Mr T. Gordon Blyt	Mrs D. L. Mac-quarrie
Mr R. F. Birbeck	Mr W. B. Mahony
Mr E. F. Bishop	Dr & Mrs O. Marriott
Mrs V. L. Bosworth	Mr E. Maxwell
Major W. Bower	Mr W. Maunheimer
Capt. R. Branch	Madam Masson
Mr M. Brennwald	Mr T. C. Maxwell
Mrs D. Buchanan	Miss M. McGill
Mr S. Cameron	Mr D. Mc. Murray
Capt. L. Cassel	Mr B. K. Mehta
Madam Cateau	Mr Geo. Mellis
Mr S. H. Chapman	Mr J. Mereckl
Mr E. L. Chenet	Miss L. La Moute
Mr and Mrs H. A. Chisholm	Mr and Mrs T. L. Newell
Mr J. S. Chisholm	Mr and Mrs W. C. Newell
Mr S. K. Cohen	Mr J. S. Nicolson
Mr G. A. Colcough	Mr & Mrs J. Overton
Mr H. A. R. Conant	Mr R. Peters
Mr R. J. Coombes	Miss D. Phillips
Mr G. L. Courtney	Mrs A. Phillips
Mr J. W. Courtney	Capt. M. Picknell
Mr N. Croucher	Capt. A. R. Pilkington
Mr E. H. Curling	Mr and Mrs J. B. Pitman
Mr W. D. Daniel	Mr W. J. Pringle
Mr W. B. Davenport	Mr E. H. Ray
Mr and Mrs E. F. Davis	Mr. Ravner
Mr E. D. Davis	Miss R. Reay
Capt. J. Dewar	Mr G. A. Reid
Mr J. Dewar	Mr & Mrs J. F. Reilly
Miss E. Dickmann	Mr H. Remillard
Mr F. A. Dickhoff	Mr G. J. Robinson
Mr W. E. Douglas	Mr J. Ross
Mrs Doyle	Mr R. Rouse
Miss M. E. Duffy	Capt. W. Ruthen
Mr B. C. Dunn	Mr G. A. Sardeman
Mr A. W. Eastman	Mr H. D. Schmidt
Capt. W. Ehrhardt	Mr J. H. Scott
Mr J. H. Evans	Mrs F. H. Seaver
Mr and Mrs P. J. Falconer	Mr T. W. Simmons
Mrs Fewkes	Mrs M. Slade
Mr W. H. Fillmore	Capt. H. Spear
Mrs C. Finlayson	Mr P. Sniers
Mr W. H. Ford	Mr J. W. Stackhouse
Capt. Gambrill	Mr H. Stoneham
Mr C. J. Gerkin	Lt. & Mrs Surle
Mr J. Gibb	Miss Sutlette
Mr J. T. Givotovsky	Mr A. R. Southard
Miss G. F. Godart	Mr H. H. Taylor
Mr A. G. Gordon	Mr R. E. Thompson
Mr. V. Goulbourn	Mr F. G. Thompson
Mr H. M. Gracey	Mr A. L. Todt
Mr and Mrs P. J. Gray	Miss M. M. Tuttle
Mr and Mrs W. A. Hannibal	Mr L. C. van Voorheat
Mr J. C. Hanson	Mrs H. Waggone
Mr and Mrs G. V. Hayes	Mr C. Wallace
Mr A. Hicks	Mr. V. P. Waters
Mr E. Hilton	Mr and Mrs R. J. Webster
Mrs W. R. Hind	Miss M. Wightman
Mr W. J. Hodge	Mr and Mrs J. D. Wilkinson
Mrs A. E. Hodgins	Mr & Mrs Williamson
Mr L. F. Holden	Mrs & Miss Willsher
Mr H. E. Hollands	Mr G. G. Wood
Mr G. Holman	Mrs E. Zimmerman
Mr A. Shelton Hooper	
Mr C. M. Hoskins	

PEAK HOTEL.

Mr. & Mrs H. Bridge	Mr. Neil. MacIntyre and child
Mr R. Buthan	
Mr. and Mrs H. F. Carmichael	Mr R. F. Mattingly Mr. and Mrs Charley
Mr F. W. Cary	Meurer
Mr and Mrs D. C. Casulli	Lt. Col. & Mrs Morgan Mrs Nolasco
Col. Darling, R.E.	Mr T. L. Perkins
Mr W. J. Dexter	Mr C. Skott
Mr & Mrs W. Duinken	Mr & Mrs A. Findlay
Mr W. H. Ford	Smith
Mr Denman Fuller	Mr & Mrs V. Findlay
Lt.-Comdr. and Mrs Gascoigne	Smith Mrs Staple Smith
Mrs E. Gaudiot	Mr & Mrs I. Grant
Mrs C. Gaudiot	Smith and child
Mr F. A. Hazeland	Major-Gen. Venturis
Mrs T. J. R. Johns	Mr and Mrs David Wood
Mr Lee Jones	
Mr & Mrs A. Lembelet	

KING EDWARD HOTEL.

Mrs R. Almond	Mr T. Leeman
Mr and Mrs Baker	Mr H. McTavish
Mr G. Bannerman	Mr D. Muchall
Mr and Mrs T. S. Cheny	Mr F. O. Norris Mrs W. C. Passmore
Mr C. S. Coy	Mrs E. C. Richardson
Mr C. Fritz	Mr J. Sim
Mr T. van de Graaff	Mr E. M. Sleigh
Mr T. N. Gregory	Mr F. M. Sowers
Mr & Mrs T. Gunn	Mr J. Stalker
Mr and Mrs Hammes and children	Mr C. Starkey Mr E. E. Stott
Mr F. H. Howard	Mr H. Thornton
Mr W. Jackson	Mr Van Vliet
Mr J. Joseph	Mr D. H. Wechel
Mr A. Lambden	Mr H. Wynman
Miss E. G. Lambden	

NOTICE

HIGH-CLASS PRINTING

AND

BOOK BINDING

CAN BE DONE AT

THE CHINA MAIL OFFICE.

BOOKS & PAMPHLETS A SPECIALTY.

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc. Artistically Arranged and

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. Mail Line.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA"

14,000 Tons each

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most Comfortable Route to America and Europe

Sailings from Hongkong.

S.S. "ECUADOR" ... ... WEDNESDAY, October 18th, 1916

S.S. "VENEZUELA" ... ...

S.S. "COLOMBIA" ... ...

These Steamers have the most modern Equipment including ALL LOWER BERTHS and large comfortable Staterooms (All Single and two berths only).

The safety and Comfort of Passengers is our first consideration. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services Ld.

For further information, rates, literature, schedules etc., Apply to COMPANY'S OFFICE in Alexandra Buildings, Chater Road.

TELEPHONE 141.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL $15,000,000

RESERVE FUNDS—

Sterling £1,500,000@2/- = $15,000,000

Silver 18,000,000

$33,000,000

RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS.

W. L. Pattenden, Esq.,—Chairman.

S. H. Dodwell, Esq.,—Deputy Chairman.

G. T. M. Edkins, Esq. | Hon. Mr. D. Landale

C. S. Gubbay, Esq. | J. A. Plummer, Esq.

Hon. Mr. P. H. Holyoak | Hon. Mr. E. Shellim.

CHIEF MANAGER:

Hongkong—N. J. STABB, Esq.

MANAGER:

Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 3½ per cent. per annum

" 6 " 3½ " "

" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, Feb. 19, 1916.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.

Hongkong, May 14, 1914. 1517

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed	1,125,000
Paid-up	562,500
Reserve Fund	550,000

BANKERS,

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts, at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

Hongkong, March 27, 1916.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,800,000
RESERVE LIABILITY OF PROPRIETORS	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened.

FIXED DEPOSITS received for fixed periods on application.

GEO. G. DOWDING,
Agent.

BANKS

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL ... Yen 48,000,000.00

PAID-UP CAPITAL ... ... Yen 30,000,000.00

RESERVE FUND ... ... Yen 20,500,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

ANTUNG-HSIEN	NAGASAKI
BOMBAY	NEWCHWANG
CALCUTTA	NEW YORK
CHANGCHUN	OSAKA
DAIREN (DALNY)	PEKIN
FENGHUANG (MUKDEN)	RYOJUN (PORT ARTHUR)
HANKOW	SAN FRANCISCO
HONOLULU	SHANGHAI
HARBIN	SINGAPORE
KOBE	SYDNEY
LIAO-YANG	TIENLING
LONDON	TIENTSIN
LOS ANGELES	TOKIO
LYONS	TSINANFU
	TSINGTAU

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.

Hongkong, September 11, 1916.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ

(NETHERLANDS TRADING SOCIETY),

ESTABLISHED 1824.

AUTHORISED CAPITAL ... £60,000,000 = ($ 5,000,000)

PAID-UP CAPITAL ... £50,000,000 = ($ 4,166,000)

RESERVE FUND ... £ 9,237,149 = ($ 769,762)

HEAD OFFICE—AMSTERDAM.

Branches at The Hague Rotterdam

HEAD AGENCY—BATAVIA.

Branches at

BANJERMASIN,	RANGOON,
BANDOENG,	SAMARANG,
CHERIBON,	SHANGHAI,
DJEMBER,	SINGAPORE,
DJOKJAKARTA,	SOURABAIJ,
KOTA RADJA,	SOERAKARTA (Solo),
MAKASSAR,	TANDJONG-BALIK,
MEDAN,	TEGAL,
PADANG,	TELOK BETONG,
PALEMBANG,	TJILATJAP,
PEKALONGAN,	WELTEVREDEN.
PENANG,	
PONTIANAK,	

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c. &c.

LONDON BANKERS—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

H. L. F. VAN RYNEN,
Agent.

Hongkong, Feb. 9, 1915.

THE "CHINA MAIL"

Can be obtained at the following places in Hongkong:—

The Hongkong Hotel.

The Hongkong Ferry Wharf.

The Kowloon Ferry Wharf.

TO LET

TO LET.

ONE FLAT of FOUR ROOMS over Kowloon Dispensary, partly furnished.—Apply Kowloon Dispensary, or Secretary A. S. Watson & Co., Limited.

Hongkong, June 16, 1916. 751

TO LET.

FROM 1st November next FLATS in "Ewo Mess" No. 8, The Peak, apply Property Office, JARDINE, MATHESON & Co., LTD.

Hongkong, Sept. 1, 1916. 901

TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., LTD.

Hongkong, April 28, 1916. 59

HOUSES TO LET.

NO. 7, Ormsby Terrace, Granville Rd. Kowloon.

No. 130, Wanchai Road.

Apply to CHANG YUK SHU,
c/o YEE SANG FAT & Co.
34, Queen's Rd. Central,
Hongkong.

Hongkong, Sept. 29, 1916. 1078

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.

Apply to—
SHEWAN, TOMES & Co.

Hongkong, April 7, 1916. 511

TO LET.

OFFICES, at 2 Connaught Road.

OFFICES, in King's Buildings.

HOUSES, in CLIFTON GARDENS, Conduit Road.

Nos. 1 & 2 West End Terrace, CANTON.

Apply:—
HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

TO LET.

THREE-ROOMED FLATS in Humphreys Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TWO ROOMED-FLATS in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Alexandra Buildings.

Hongkong, Dec. 29, 1915.

EXCHANGE.

Hongkong, October 3, 1916.

On London—	
Bank Wire	2/2⅜
" On demand	2/2 7/16
" 30 days' sight	2/2½
" 4 months' sight ...	2/2 11/16
Credits, 4 months' sight	2/3½
Documentary, 4 months' sight	2/3½
On Paris—	
On demand, ...	307
Credits, 4 months' sight	317½
On New York—	
On demand, ...	52⅜
Credits, 60 days sight, ...	—
On Bombay—	
Wire, ...	—
On demand, ...	163½
On Calcutta—	
Wire, ...	—
On demand	163½
On Singapore—	
On demand, ...	93⅜
On Manila—	
On demand, ...	104½
On Shanghai—	
On demand	70½
30 days' sight (private paper)	—
On Yokohama—	
On demand, ...	102¾
Gold Leaf, 100 fine (per tael)	54.60
Sovereigns (Banks' Buying rate)	$9. n.
Silver (per oz.) ...	32¾
Bar Silver in Hongkong ...	17 % p.m.
Chinese Copper Cash	½ % p.m.
Chinese Copper Cents	¾ % p.m.
Rate of Native Interest ...	6 % p.a.
Chinese Sub. Coin	11½ % dis.
Hongkong Sub. Coin	par.

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 6 a.m.	On date at 2 p.m.
Barometer ...	29.93	29.99	29.98
Temperature ...	80	71	75
Humidity ...	69	86	70
Direction of Wind ...	E	V	NNE
Force ...	3	3	1
Weather ...	c	b	o
Rain ...	0.01	0.00	0.11

Highest open air temperature on the 2nd 80
Lowest open air temperature on the 3rd 70

T. F. CLAXTON, *Director.*

Hongkong, Observatory, Oct. 3, 1916.

Temperature.

Hongkong, October 3, 1916.

BAROMETER	9 A.M.	30.04
Do.	1 P.M.	[illegible]
Do.	4 P.M.	[illegible]
THERMOMETER	[illegible]	[illegible]
Do.	1 P.M.	77
Do.	4 P.M.	77
Do. (Wet bulb)	[illegible]	75
Do. (Wet bulb)	[illegible]	[illegible]
Do. (Wet bulb)	[illegible]	[illegible]
Do. Maximum	[illegible]	[illegible]
Do. Minimum	[illegible]	[illegible]

FORD THE UNIVERSAL CAR

When you buy a Ford Touring Car you buy what you pay for—a real touring car—and infinitely more than is usually implied in the term "touring car." Low first cost, durability and lowest cost of operation explain the economy in Ford cars.

ALEX. ROSS & CO.,
4, DES VOEUX ROAD.
Telephone 27. *Sole Agents.*

THE CHINA MAIL
COMBINED COLOURED
TYPHOON MAP & GUIDE
REVISED AND UP TO DATE

Shows tracks and daily progress of the big typhoons during the last twenty years.
Explains day and night typhoon signals.
Enables one to locate the centre of a typhoon.
Gives a table of typhoons for the last thirty years.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 50 cents.

From the CHINA MAIL Office.

POST OFFICE NOTICES.

IN RADIO-TELEGRAPH COMMUNICATION.

Ships in communication with Cape D'Aguilar Radio Telegraph Station:—

Kitano Maru

INWARD MAILS.

SIBERIAN MAIL—Per s.s. *Kitano Maru*, London Sept. 1, due Oct 4.

SIBERIAN MAIL—Per s.s. *Sardinia*, London Sept. 2, due Oct. 5.

EUROPE (VIA NEGAPATAM)—Per steamer *Magellan*, Oct. 8.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Mails will close for :—

SWATOW, AMOY & FORMOSA Via TAMSUI.
Per *Joshin Maru*, at 8 a.m., on Wednesday, the 4th Oct.

SHANGHAI & NORTH CHINA.
Per *Neleus*, at 9 a.m., on Wednesday, the 4th Oct.

SHANGHAI, NORTH CHINA, JAPAN Via NAGASAKI, HONOLULU & *SAN FRANCISCO.
(Europe via Siberia).
Per *Tenyo Maru*. Registration at 10.15 a.m. Letters at 11 a.m., on Wednesday, the 4th Oct.
[Shanghai Chi. P.O., Saturday, 7th Oct.]

PHILIPPINE ISLANDS.
Per *Tean*, at 2 p.m., on Wednesday, the 4th Oct.

SHANGHAI, NORTH CHINA, JAPAN Via NAGASAKI, VICTORIA, B.C., VANCOUVER, UNITED STATES, SOUTH AMERICA & *UNITED KINGDOM Via CANADA.
(Europe via Siberia).
Per *Empress of Asia*. Registration at 4.15 p.m. Letters at 5 p.m., on Wednesday, the 4th Oct.
[Shanghai Chi. P.O., Monday, 9th Oct.]

FORT BAYARD & HAIPHONG.
Per *Hanoi*, at 9 a.m., on Thursday, the 5th Oct.

STRAITS, CEYLON, INDIA, ADEN, EGYPT, DURBAN, JOHANNESBURG, CAPE TOWN & *UNITED KINGDON.
Per *Kitano Maru*. Registration at 10.15 a.m. Letters at 11 a.m., on Thursday, the 5th Oct.

CHINWANGTAO.
Per **Kenkon Maru*, at 11 a.m., on Thursday, the 5th Oct.

STRAITS.
Per **Dereeitt*, at 11 a.m., on Thursday, the 5th Oct.

CHEFOO & NEWCHWANG.
Per *Chihli*, at 3 p.m., on Thursday, the 5th Oct.

SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per *Shantung*. Registration at 2.15 p.m. Letters at 3 p.m., on Thursday, the 5th Oct.
[Shanghai Chi. P.O., Monday, 9th Oct.]

SWATOW.
Per *Kanchow*, at 10 a.m., on Friday, the 6th Oct.

STRAITS, [illegible] CEYLON, ADEN, [illegible] AUSTRALIA

INDIA, ADEN, EGYPT & EUROPE.
Per *Sardinia*. Registration at 10.15 a.m. Letters at 11 a.m., on Friday, the 6th Oct.
The Parcel Mail will be closed on Thursday [illegible]

Mails will close for :—

HAIPHONG.
Per *Kaifong*, at 9 a.m., on Saturday, the 7th Oct.

SHANGHAI & NORTH CHINA.
Per *Yingchow*, at 5 p.m., on Saturday, the 7th Oct.

SWATOW, AMOY & FOOCHOW.
Per *Haitan*, at 9 a.m., on Sunday, the 8th Oct.

SWATOW, AMOY & TAMSUI.
Per *Kaijo Maru*, at 9 a.m., on Sunday, the 8th Oct.

SHANGHAI, NORTH CHINA & JAPAN Via KOBE.
Per *Kaga Maru*, at 9 a.m., on Monday, the 9th Oct.

TIENTSIN.
Per *Kueichow*, at 11 a.m., on Tuesday, the 10th Oct.

SHANGHAI & NORTH CHINA.
Per **Chenan*, at 3 p.m., on Tuesday, the 10th Oct.

PHILIPPINE ISLANDS.
Per *Chinhua*, at 3 p.m., on Tuesday, the 10th Oct.

*SHANGHAI, *NORTH CHINA, *JAPAN Via *YOKOHAMA, HONOLULU, *U.S.A., *CANADA, *SOUTH AMERICA Via *SAN FRANCISCO.
Per *Ecuador*. Registration at 9.15 a.m. Letters at 10 a.m., on Wednesday, the 11th Oct.

SHANGHAI, NORTH CHINA, JAPAN Via MOJI, VICTORIA & SEATTLE.
(Europe via Siberia).
Per *Shidzuoka Maru*. Registration at 10.15 a.m. Letters at 11 a.m., on Wednesday, the 11th Oct.
[Shanghai Chinese P.O., Saturday, 14th Oct.]

AUSTRALIA, TASMANIA, NEW ZEALAND & NEW GUINEA Via THURSDAY ISLAND.
Per *Eastern*. Registration at 2.15 p.m. Letters at 3 p.m., on Wednesday, the 11th Oct.

AJPAN Via NAGASAKI.
Per *Aki Maru*, at 9 a.m., on Friday, the 13th Oct.

* Superscribed correspondence only.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

October 4th to 10th 1916.

Day	Date	High Water: Hongkong Mean Time	High Water: Height	Low Water: Hongkong Mean Time	Low Water: Height
		h. m.	high	h. m.	feet
Wed	4	m. 0 40	7.4	m. 9 40	2.0
		No inferior	high	nor low	water
Thur	5	m. 2 26	7.3	m. 11 7	1.9
		No inferior	high	nor low	water
Fri.	6	m. 6 0	7.1	0 8 a.	2.2
		7 16 a.	6.1	10 42 a.	4.4
Sat.	7	m. 6 21	7.4	[illegible]	[illegible]
		7 29 a.	5.5	0 54 a.	1.8
Sun.	8	m. 6 37	7.2	m. 0 24	4.3
		7 46 a.	5.7	1 22 a.	2.0
Mon.	9	m. 7 20	7.5	m. 1 21	4.4
		8 7 a.	6.1	2 16 a.	2.2
Tues	10	m. 6 34	7.0	m. 2 16	4.0
		8 31 a.	6.0	2 30 a.	2.6

WHY let the children rack their little bodies in such a distressing manner when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy? For sale by all Chemists [illegible]

My Skin Never Itches

And burns but is always soft, clear and healthy because mamma has used Cuticura Soap and Ointment on it ever since I was born.

For free sample each address post-card: F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.

SHIPPING

ARRIVALS.

October 2.

Patella, British str., 3,501, J. R. Nasbet, Nagasaki Sept. 27, Ballast.—ASIATIC PETROLEUM Co.

Benten Maru, Japanese str., 2,815, G. Tomita, Yokohama and Moji Sept. 27, General.—N. Y. K.

Shanghai, Chinese str., 370, L. McLaren, Kwong-chow-wan Sept. 30, General.—E. H. RAY.

Totomi Maru, Japanese steamer, 2,020, Kamada, Moji Sept. 27, General.—N. Y. K.

October 3.

Loongsang, British steamer, 1,095, E. M. Mathews, Manila Sept. 30, General.—JARDINE, MATHESON & Co., LD.

Yatshing, British steamer, 1,434, R. Y. Anderson, Kobe Sept. 27, General.—JARDINE, MATHESON & Co., LD.

Wingsang, British steamer, 1,517, R. D. Morrison, Shanghai Sept. 28 and Swatow Oct. 2, General.—JARDINE, MATHESON & Co., LD.

DEPARTURES.

October 2.

Ixion, for Manila.
Shantung, for Canton.

October 3.

Changchow, for Swatow and Bangkok.
Yeriwo Maru, for Manila and Batavia.
Tjipanas, for Saigon.
Glenfalloch, for Amoy.
Saigon Maru, for Saigon.
Mogami Maru, for Singapore & Bombay.
Chiyuen, for Shanghai.
Kwangtah, for Canton.
Tonglee, for Saigon.
Shimonoseki Maru, for Singapore.
Kutsang, for Singapore and Calcutta.
Haihong, for Swatow and Foochow.

CLEARED

Benten Maru, for Singapore & Calcutta.
Luchow, for Shanghai.

SHIPPING REPORTS.

The British steamer *Wingsang* from Swatow reports: Strong N.E. gale.

STEAMERS MOVEMENTS.

Mails.

The China Mail S. S. Co.'s s.s. *China* arrived in San Francisco on Sept. 30th, according to schedule.

The P. & O. Homeward Mail steamer *Mooltan*, with the Hongkong Mails of the 25th August last, arrived at Marseilles on Thursday, the 28th ultimo.

The P. & O. S. N. Co.'s s.s. *Somali* which left Hongkong on 15th August last arrived at Marseilles on Thursday, the 28th ultimo.

Other Vessels.

The Ben Line s.s. *Benalder* from Swansea and London, left Singapore for this port on the 29th Sept., and may be expected to arrive here on or about the 5th October.

Latest Advices.

The P. & O. S. N. Co.'s s.s. *Sardinia* left Shanghai for this port on the 2nd October at 1 p.m. with the homeward English Mails, and is due here on the 5th October, a.m.

THE "CHINA MAIL."

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is $36 per annum, per quarter and per mensem pro rata.

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is Charged at the rate of fifty cents per month.

Orders for extra copies of the "CHINA MAIL" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Rate of subscription to the "Overland China Mail" is $12 per annum, postage $1 per annum extra. Single copies twenty five cents each.

Alterations and additions to Advertisements on Pages 2, 3, 6, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent not later than 1 p.m.

New Advertisements should be sent before 3 p.m.

All Advertisements and Subscriptions which [illegible]

[illegible]

WEATHER REPORT.

On the 3rd at 11.25.—Pressure has decreased moderately over N. Japan, and increased slightly along the coast from Hongkong to Cape St. James. It is nearly stationary elsewhere.

Fresh monsoon may be expected along the east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.11 inch.

Forecast for the 24 hours ending at noon on the 4th October:—

1.—Hongkong to Gap Rock: N.E. winds, fresh; fair.

2.—Formosa Channel: N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

OFFICIAL NIGHTS IN OCTOBER.

The Official Nights during October are as follows:—

Date.	Ends.		Begins.	
Oct. 3rd,	6.3	a.m.	6.21	p.m.
" 4th,	6.3	"	6.20	"
" 5th,	6.3	"	6.19	"
" 6th,	6.4	"	6.18	"
" 7th,	6.5	"	6.17	"
" 8th,	6.6	"	6.16	"
" 9th,	6.6	"	6.16	"
" 10th,	6.6	"	6.15	"
" 11th,	6.6	"	6.14	"
" 12th,	6.6	"	6.13	"
" 13th,	6.7	"	6.12	"
" 14th,	6.7	"	6.11	"
" 15th,	6.8	"	6.10	"
" 16th,	6.9	"	6.9	"
" 17th,	6.9	"	6.9	"
" 18th,	6.9	"	6.8	"
" 19th,	6.9	"	6.7	"
" 20th,	6.9	"	6.7	"
" 21st,	6.10	"	6.6	"
" 22nd,	6.11	"	6.5	"
" 23rd,	6.11	"	6.3	"
" 24th,	6.11	"	6.2	"
" 25th,	6.12	"	6.2	"
" 26th,	6.12	"	6.2	"
" 27th,	6.12	"	6.1	"
" 28th,	6.13	"	6.1	"
" 29th,	6.14	"	6.1	"
" 30th,	6.14	"	6.0	"
" 31st,	6.15	"	5.59	"

PASSENGERS EXPECTED.

Per P. & O. s.s. *Medina*. From London Sept. 1, Mr and Mrs. P. T. Farrell, Miss Farrell, Mr Young, Mrs J. and Miss MacLachlan.

Per P. & O. s.s. *Mongolia*. From London Sept. 15, Mr L. W. Nation.

Per N. Y. K. s.s. *Kaga Maru*. From London Aug. 15, Miss J. G. Craig, Messrs S. Abe, R. Nakagawa, R. H. Beavan, H. Into, U. Asaba, H. Lin.

Per N. Y. K. s.s. *Kamo Maru*. From London Aug. 26, Mr J. Grinshaw, Mr J. Macdonald, Mr A. D. Macdonald.

Per N. Y. K. s.s. *Katori Maru*. From London Sept. 9, Mr H. P. Smith, Mr H. W. Petley, Mr N. Murrell, Miss M. J. Parkes, Miss A. Parkes, Mr and Mrs G. D. Thompson and 3 children, Mrs Beswick, Mr T. T. Swancoat, Miss Gaussen, Miss Johnson, Mr and Mrs A. H. Stewart and 2 children.

ROYAL OBSERVATRY.
HONGKONG DAILY WEATHER REPORT.

OCTOBER 3, 1916.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	—					
Nemuro	5 a.	29.31	—	—	NW	1	—
Hakodate	"	29.85	—	—	—	0	—
Tokio	"	29.93	—	—	NW	1	—
Kochi	"	29.88	—	—	—	0	—
Nagasaki	"	29.93	—	—	NE	1	—
Kagoshima	"	29.90	—	—	—	1	—
Oshima	"	29.89	—	—	N	2	—
Naha	"	29.85	—	—	NE	2	—
Ishigjima	"	29.88	—	—	N	5	—
Bonin Island	"	30.01	—	—	—	0	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	"	—	—	—	—	—	—
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.11	61	87	NNE	1	b
Gutzlaff	"	30.05	73	58	NNE	4	o
Sharp Pk	"	29.93	72	94	N	9	[illegible]
Amoy	9 a.	30.08	75	65	NE	2	o
Swatow	6 a.	—	—	—	—	—	—
Taihoku	5 a.	29.95	70	92	N	2	o
Taichu	"	29.85	72	—	N	3	o
Tainan	"	29.84	70	—	N	3	b
Koshun	"	29.82	77	—	NNE	5	o
Pescadores	"	29.85	75	—	NNE	9	o
Canton	6 a.	29.98	67	90	N	2	or
Hongkong	"	29.94	71	86	N	3	o
Gap Rock	"	29.96	—	—	NNE	5	o
Macao	"	29.94	68	98	NNE	3	r
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	6 a.	29.98	68	96	—	0	of
Tourane	"	29.85	75	—	NNW	6	d
C. St. James	"	29.80	75	—	N	2	o
Aparri	"	29.79	81	80	NE	2	r
Dagupan	"	29.76	77	96	N	2	o
Manila	"	29.80	73	96	—	0	o
Legaspi	"	29.78	73	94	—	0	o
Tacloban	"	29.78	75	96	—	0	r
Iloilo	"	29.79	75	96	W	1	o
Surigao	"	—					
Labuan	"	29.78	76	94	SW	4	b

T. F. CLAXTON, *Director.*

Hongkong Observatory, Oct. 3, 1916.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

[illegible] detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7. RAIN in inches, tenths and hundredths.

SHARE REPORT.

OCTOBER 3RD, 1916.

Stock and paid up Value.	Qtions 11.30 A.M.	Last Dividend and date.	Return based on last year's div.
BANKS.			
Hongkong & S'hai $125	$760 b.	£2 5. interim	6¼ p.c.
MARINE INSURANCES.			
Cantons ....$ 50	$400 b.	$7 final a/c 1914, $18 Interim a/c 1915	6 p.c.
North China £5	T. 155 b.	Int. 12½ % a/c 1915	
Unions $100	$920 b.	Final of $20 and bonus $10 a/c 1914. Interim of $30 a/c 1915	6¼ p.c.
Yangtszes ....$ 60	$260	Final of $15 making $18 for 1914 and int. of $6 on account 1915 ...	7½ p.c.
FIRE INSURANCES.			
China Fires ....$ 20	$154 b.	$7 and bonus $2 for 1914.	5¾ p.c.
Hongkong Fires ...$ 50	$386 b.	$27 for 1914	6¼ p.c.
SHIPPING.			
Douglas Steamships $50	$123 s.	$5 Int for 1915/1916 ...	7 p.c.
Steamboats ....$ 15	$22½ b.	$1 for 1915........	p.c.
Indo-Chinas:—			
(Preferred)......	$46 b.	6/- for 1915	
(Deferred)	$133 b.	10/- Bonus........	
		6/- for 1915	
"Shell" Transports £1	112/6 b.	5/- a/c 1915 Coupon 25	
		2/- a/c 1915 Coupon 25	
"Star Ferry ....$ 10	$38 b.	$1.65 dividend 45 cents Bonus for year ending 30-4-16	5½ p.c.
REFINERIES.			
China Sugars........$100	$114½ b.	$13 for 1915	
Malabon Sugars......$100	$36 b.	$5 for 1915........	
MINING.			
Kailans £1	30/-	1/- a/c 1915/16, Coupons Nos.	
Langkats ....gdrs. 10	T. 25½ s.	Tls. 1 for 1915	
Raubs........£1	$2¾	2/- a/c 1915	
		1/- a/c 1916........	
Tronoh Mines £1	30/-		
Ural Caspians £1	34/	9 % for 1915	
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves $ 50	$84½	$3½ for 1915	4¼ p.c.
H.K. & Whampoa Docks ....$ 50	$131 s. & sa.	$5 for 1915	4½ p.c.
Shanghai Docks T. 100	T. 88	Tls. 7½ for year ending 30-4-16........	
Hongkew Wharfs T. 100	T. 85	Tls. 3 for 1915	5½ p.c.
HOTELS, LANDS AND BUILDINGS.			
Hongkong Hotels...$ 50	$115	$5 a/c 1915	
Central Estates ...$100	$100 b.	$7 a/c 1915........	8 p.c.
Hongkong Lands...$100	$101 b.	Interim div. of $3½	
Humphreys Estates $ 10	$6¾ b.	35 cents for 1915	6 p.c.
Kowloon Lands ...$ 30	$38	$2½ for 1915	12 p.c.
West Points ....$ 50	$88 s.	Interim of $3	
Shanghai Lands T. 50	T. 95	6 % interim a/c 1916........	
COTTON MILLS.			
Ewos ....T. 50	T. 149	Tls. 15 for year ending 31-10-15........	11 p.c.
Shanghai Cottons T. 50	T. 93 b. x. d.	Tls. 6 div. & Tls. 1½ bonus for year ending 30-6-5	7½ p.c.
Kung Yik........T. 10	T. 14½ b.	Tls. 1½ for 1915........	12 p.c.
Yangtszepoo ....T. 5	T. 6.40		
MISCELLANEOUS.			
China-Borneos $12	$8½ b.	72 cts. for 1915........	8½ p.c.
Light & Powers ...$ 5	$4½ b.	5 p.c. for year ending 28-2-05	5 p.c.
China-Providents $ 10	$9.10 b.	70 cents for 1915	7 p.c.
Dairy Farms ....$ 6	$40 s.	$1.25 for year ending 31-7-15	4½ p.c.
Green Islands ....$ 10	{$10.10 b. 10.15 s.}	60 cents for 1915	6 p.c.
Hongkong Electrics $ 10	$53½ b.	$2½ for 1915/1916........	5 p.c.
Hongkong Ices ......$ 25	$160	$2 on a/c 1916	7 p.c.
Hongkong Ropes ...$ 10	$34 b.	$1 interim 1916........	6 p.c.
Hongkong Tramways $5/-	$7.35 s.	? cents a/c 1915	5 p.c.
Morning Posts ......$ 25	$29	$3 for 1915	8 p.c.
Peak Tramways ...$ 10	$9.60 b.	7 % for 1915/1916	7 p.c.
do. (new) $ 1	85 cts. b.		
Steam Laundry......$ 5	$3½ b.	25 cents for 1915/1916...	7 p.c.
Union Waterboats $ 10	$17	$1 for 1915........	6½ p.c.
Watsons ....$ 10	$7 b.	70 cents for 1915	10 p.c.
William Powell ......$ 7	$6.90 s.	60 cents for 1913/1914...	

s.—sellers. sa.—sales. b.—buyers.

[illegible] MOXON & TAYLOR,

Telephone No. 990—P.O.B. No. 111, Share and General Brokers.

Printed and published for The China Mail, Limited, by [illegible] at No. 5, Wyndham Street, Hongkong.